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Strain
IS BURDEN AND MIST
READING, HEADACHES,
AND ALL HEALTH
GENERALITY.
Wear Suitable Glasses.
N. LAZARUS
OPHTHALMIC OPTICIAN.
25, Queen's Road Central, Hongkong.

The China Mail.

ESTABLISHED 1845

March 12, 1920, Temperature 59

Rainfall: 0.15 inch

Humidity 95.

March 12, 191, Temperature 65

No. 17,897.

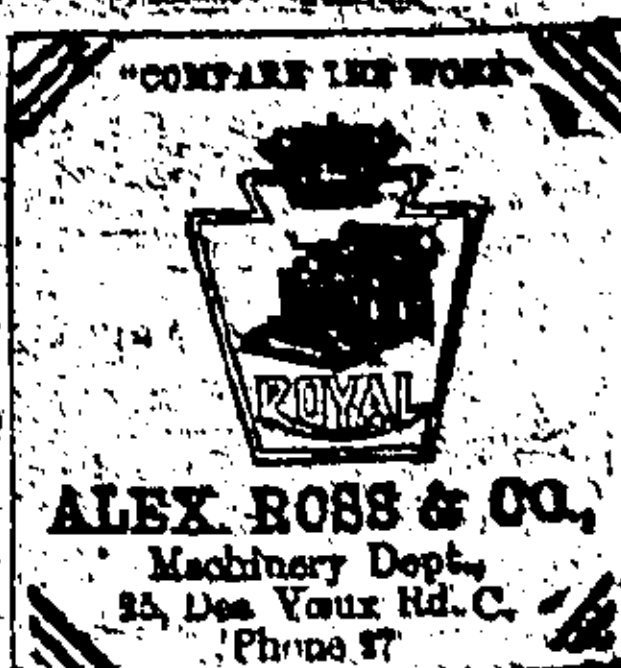
五拜禮

號二十月三年十二百九千一英

HONGKONG, FRIDAY, MARCH 12, 1920.

日二十月正申庚九國民華中

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BUSINESS NOTICES

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DRAGON MOTOR CAR CO.
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Armstrong Motor Cars, Denby Motor Trucks
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ANTISEPTIC and ANTIPHLOGISTIC.

Easy to use and entirely supersedes the
old-fashioned LINSEED POULTICES,
BLISTERS, PLASTERS, &c.

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EUROPEAN HAIR DRESSERS
IN THE COLONY.
SPECIAL LADIES' SALOON
HONGKONG HOTEL BUILDING.

TO-DAY'S CABLES.

(Ruter's Service to the China Mail)

RED CROSS.

LONDON, March 10.
The first general council of the league of the Red-Cross society has concluded at Geneva. It was attended by delegates from 27 countries. At the first conference the chairman stated that object was to develop a plan for calling upon the whole world through the Red Cross societies to co-operate for the immediate relief of the millions of people who were powerless to help themselves. Sir David Henderson, director general of the league, gave an account of the league's activities since its foundation, emphasizing that it had relieved the needs of Poland and Czechoslovakia, supplying large quantities of medicines, food, and clothes, and combating a serious outbreak of typhus. At its final meeting the league decided to take action for the repatriation of the war-prisoners still in Siberia and Russia. The contributions in aid of Polish relief included a gift valued at £70,000 from Australia.

PRESIDENT WILSON AND ITALY.

WASHINGTON, February 7.
President Wilson's Address reply declines to agree to the withdrawal of the joint memorandum of Dec. 9 and reiterates that the United States does not approve of the application of the Pact of London except it be convinced that the terms thereof are intrinsically just and consistent with the maintenance of peace and order in south eastern Europe. If Italy and Jugo-Slavia prefer to abandon the idea of a buffer state and entrust the sovereignty of Fiume to the League of Nations without either Italian or Jugo-Slavian control, the United States will be agreeable and willing to leave them to determine the Italo-Jugo-Slav frontier.

CONSTANTINOPLE.

LONDON, March 8.
As regards the occupation of Constantinople it is pointed out that there is no danger of the British embarking on any fresh military activities without the support of the Allies, who are discussing measures that may be necessary to bring the Turkish nationalists to order in Anatolia. Latest reports from Constantinople conservatively estimate the number of Armenians massacred at Marash, as at least 16,000 and indicate that the Porte is having recourse to considerable preparation in order to suppress the truth. Meanwhile, a number of distinguished Americans, including Cardinal Gibbons, and the former Ambassador Gerard, have telegraphed to the Times, appealing to the Franco-British to favour the expulsion of the Turkish government from Constantinople and the autonomy of Armenia.

FRENCH DESIRES.

PARIS, March 8.
The French Government has requested further modifications of the economic memorandum dealing with the extension of time for payment of the German indemnities. Press commentators emphasise that reparation must precede the economic reconstruction of Germany.

AMERICAN NAVY.

LONDON, March 8.
The Daily News correspondent New York says it appears that Mr. Daniels' naval policy suggests, firstly, if the treaty be rejected outright he proposes a repetition of the three year schedule authorised in 1916; secondly if the treaty be delayed, he proposed an appropriation of \$39,000,000 to be spent 69 new vessels. The second is considered the most probable course. It includes only two battleship and one battlecruiser, despite Mr. Daniels' conviction that dreadnoughts are the backbone of naval efficiency. This is due to the fact that under the pre-1916 programme, two battleships are being completed, while the 1916 programme provided for ten battleships and six battlecruisers superior to any similar vessels afloat.

EDUCATING JUVENILE WORKERS.

In view of the forthcoming operation of the Education Act, it is important that one phase of the welfare movement should receive attention from all firms which are concerned with the right training of the juvenile workers. So soon as the provisions of the Act, become operative, it will be necessary for such employers to allow their juvenile workers to attend continuation classes during working hours, for 208 hours or 320 hours per year. This, if it is to prove of value, must involve the closest co-operation between the Local Education Authority and the local employer, and it will be advisable for such employers individually or in groups, according to the size of the firm, to appoint a liaison officer between the two bodies. The question of workers' schools has been dealt with by the Education Committee of the Federation of British Industries, and it is unnecessary to touch upon this subject here, but it is important that during the period which may elapse before the appointed day has been fixed, employers should make experiments in order that their knowledge so gained may be used with advantage when that day arrives. "If between the ages of 14 and 16 the practical side of a boy's training for his future industrial career can run side by side with the general education provided by the local education authority, and if between 16 and 18 this practical training can be developed and built-up on the general foundation given during the earlier years, a right balance will be maintained. Owing to the lack of State facilities for such education it would appear that another method of co-operation lies in the possibility of firms providing means for physical and social development which are so important to the future well-being of the citizen and worker. If such functions are to be undertaken, they will demand the services of a welfare supervisor, apprentice master, or of some duly qualified person closely connected with the firm. Frequently the complaint is made by employers of juvenile labour that the present educational system is at fault; that it produces a certain type of boy who is unable readily to adapt himself to the conditions and methods prevailing in his place of work. If this criticism is sound, the new Education Act offers to employers an opportunity of bringing about a more satisfactory state of affairs. If they refuse to co-operate with the Local Education Authority and find in a few years time that progress along acceptable lines of development has not been made, it will be the fault, not of the authorities, but of those who have failed to give to the latter the benefit of their advice and experience. If employers have any wise suggestions to offer, now is the time to make them; if they have confidence in any particular scheme of education and training, now is the time to make experiment, for it is only by giving the problem of the training of the juvenile worker from every angle that a practical scheme can be evolved, acceptable to all concerned.—Engineering.

Send your Enquiries to a "WALLA WALLA" Lamp.

EARLIER TELEGRAMS.

(Ruter's Service to the China Mail)

WORLD'S ECONOMIC PROBLEM.

LONDON, March 8th.
The declaration on the economic conditions of the world approved by the Supreme Council on March 8th states that the Council, after carefully surveying all the aspects of the vitally urgent problem, agreed upon the following recommendations with a view to the amelioration of the present economic difficulties in Europe:—
(a) That peace and normal economic relations should be re-established as soon as possible throughout Eastern Europe; and
(b) That armistices should everywhere be reduced to peace footing, and that armistices should be limited to the lowest possible figure compatible with national security and the League of Nations should be invited to consider as soon as possible proposals relating to the reduction of armaments.
Fourthly, it is essential to take early steps to secure the deflation of credit and currency.
(a) By the reduction of the recurrent Government expenditure within the limits of the revenue.
(b) By the imposition of additional taxation necessary for the purpose; and
(c) By funding short-term obligations by loans subscribed out of the savings of the people.
(d) By immediate limitation and gradual curtailment of the output of raw materials, the provision of raw materials being essential to the restoration of industry means should be found whereby countries at present unable to purchase in the world markets can obtain commercial credits. It will be possible to achieve this when countries have made the reforms previously indicated.
Sixthly, the Conference recognises the necessity of continued co-operation among the Allies and the removal of obstacles to an easy interchange of essential commodities. The Allies will continue to consult together as regards the provision and distribution of the necessary raw materials and foodstuffs with a view to an early restoration of normal conditions. Seventhly, the Conference has paid careful attention to the case of the devastated regions, especially in North France. The restoration of these regions is of primary importance for the re-establishment of the economic equilibrium in Europe and the resumption of normal trade conditions. Evidently large sums are required for this purpose which cannot be provided out of the current revenue, nor can the work of restoration be postponed until reparation from Germany has been received. Therefore, the Conference recognises that the capital sums required for this restoration may properly be raised by market loans in anticipation of the reparation payments, provided that the Peace Treaty and the restrictions which they desire to see placed on the new borrowing do not apply to loans and credits to meet this abnormal capital expenditure.
Eighthly, the Conference agrees that it is desirable in the interest both of Germany and her creditors that the total reparation payable by Germany should be fixed soon, and agreed to the extension of the period for (sic) months from the signature of the Treaty in which Germany is entitled to make proposals on the subject. The question of allowing Germany to raise a foreign loan should be referred to the Reparations Commission.
The French Government has instructed the French representatives in London, in regard to the Supreme Council's economic memorandum, that it is impossible for France to accept any disguised revision of the Versailles Treaty or any diminution of the powers of the Reparations Commission. Consequently, the original text of the memorandum must be altered.

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BUSINESS NOTICES

SHOE SALE

COMMENCING
MONDAY, 15th
FOR ONE WEEK ONLY

USUAL PRICES \$15.00 and 18.00 pair
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G. P. LAMMERT.

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AND SURVEYOR.
Public Auctions.

THE Undersigned has received instructions to sell by Public Auction, on

MONDAY, March 15, 1920,
commencing at 11 a.m.
at the China Merchant's Steam Navigation Co., Ltd.'s Godown,
West Point.(THE ACCOUNT OF THE CONCERNED).
999 Bags Brown Sugar,
750 Cases do.Terms:—Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.
Hongkong, March 8, 1920.

THE Undersigned has received instructions from MR. SIB. THORSEN & Co., to sell by Public Auction on

TUESDAY, the 18th May, 1920,
at 3 p.m.at his Sales Rooms, Duddell Street,
The Steamer "DAGMAR".as she now lies in the Mekong River,
Bangkok, with all her machinery, gear
and appurtenances, etc.
1457 tons gross Reg.
921 tons net Reg.1800 tons deadweight capacity on
17 foot mean draft. Speed 10 knots.This Steamer went ashore in the
Gulf of Siam, was salvaged, and towed to
Bangkok, where she was dry-docked
and patched up.Inspection orders on application to
the East Asiatic Co., Ltd., Bangkok.The Steamer to be at purchaser's risk
after fall of hammer, when purchase
money is to be paid.For full particulars apply to
GEO. P. LAMMERT,
Auctioneer.or
Messrs. THORSEN & Co.,
Hongkong.

INTIMATIONS.

a. R.
1920-21.SEALED TENDERS will be received
at the R. N. Hospital until 10 a.m.
on the 20th March, 1920, from persons
desiring to supply Boats, Motors,
Tobacco, Broom, Candles, Pure Cow
Milk, Aerated Waters, Ice and other
provisions, and necessities for the year
ending 31st March, 1921.Printed Forms of Tender and further
particulars can be obtained at the R. N.
Hospital.The right to reject the lowest or any
Tender is reserved.C. V. WOODWRIGHT,
Surgeon Captain, R.N.R. N. Hospital, Hongkong,
March 11, 1920.

NOTICE.

CAN ANY LADY at the Peak
recommend a first class No. 1
Boy and Cook. Telephone 219.

NOTICE.

NATIONAL LOANS OF 3RD AND
4TH YEAR OF THE REPUBLIC.SUBSCRIBERS to the above loans
are hereby notified that arrange-
ments have been made to proceed
with their redemption by a second
drawing of the Fourth Year Loan
and a third drawing of the Third
Year Loan. The date of the draw-
ings and of payment will be an-
nounced by the Ministry of Finance.

F. A. AGLEN.

Inspector General of Customs.
Inspectorate General of Customs.
Peking, March 1, 1920.

REPULSE BAY HOTEL.

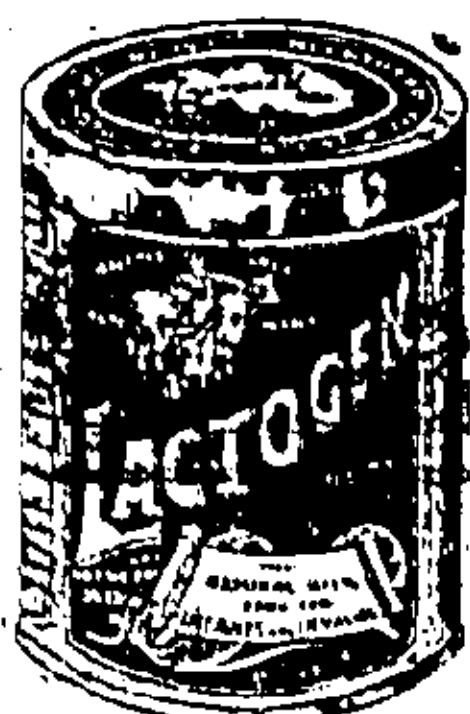
TO-MORROW

SATURDAY, March 6th,
TEA DANCING from 4 to 7 P.M.
DINNER DANCE from 8 P.M.SUNDAY, March 7th,
ORCHESTRAL CONCERTS During
Tea and Afternoon Tea.

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100 Home Street. Tel. 1013.Portrait taken in any
Style desired.Photographic Supplies of
Every Description.

INTIMATIONS.

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the season, it is the most dangerous to
infants and so Great Care must be
taken in feeding them with proper
food otherwise they would give their
Mothers a lot of trouble. To avoid
the trouble is to feed them with LAC-
TOGEN which resembles human milk.
It is easily digested and promotes
healthy appetite. It keeps the infants
thriving and free from all infantile
ailments.SHIU FUNG TAI & CO.,
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Every kind of Footwear

MADE
TO
ORDEROHEERY & CO.
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HONGKONG.
Telephone No. 491.
Hongkong, March 30, 1914.THE NEW FRENCH REMEDY.
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3In the treatment of all kinds of
fever, influenza, pneumonia, diphtheria,
scarlet fever, measles, whooping cough,
and all other acute and chronic diseases.
It is the most powerful and reliable
remedy ever discovered. It is
entirely harmless and can be
used by all ages. It is
sold in all the leading
pharmacies and chemists.
It is the only remedy
which has been
proved by scientific
experiments to be
entirely effective.

ASAHI BEER



"SPECIALS"

THE EGYPTIAN CIGARETTE

OF DELIGHTFUL FLAVOUR.

MANUFACTURED BY HAND BY

MASPERO FRERES IN CAIRO.

This Advertisement is issued by British-American Tobacco Co., (China) Ltd.

WIRELESS TELEPHONY.

TALKING IN THE AIR.

A FASCINATING PASTIME.

Wireless telephonic communication
between fighting aeroplanes was one
of the most important wartime
developments. It is great value was
matter of daily experience. Now
that peace conditions have returned,
those interested in aerial science are
turning their serious attention to its
general application to the commercial
aeroplanes, which are becoming more
and more a part of the national life.Wireless telephony and telephony,
like land telephony, in spite of the
lucid explanations of the experts,
are miracles to most people. What
will appeal to all present and inter-
esting users of aeroplanes for journeys
to Paris and elsewhere is the pros-
pect, in the not distant future, of
being able to communicate
personally, by word of mouth, with
home or office, while many miles
away. Code messages requiring to
be deciphered and all the inevitable
delay involved by the very
wonderful business of wireless
telephony will, for various pur-
poses, give place to the use of a
mouthpiece like that employed with
the "ordinary" telephone, attached
with other apparatus to the existing
wireless telegraphic installation. In
a few years' time the call from
paterfamilias, on his way back from
France, announcing to his wife that
he will return for dinner at half-past
seven, will probably be as much a
matter of course as the other marvels
by which, space is at present an-
nihilated.But much remains to be done
before the wizards of the air can
accomplish this. There are mechanical
difficulties and a Treasury, urged on
all sides to economise, to be con-
sidered. Again, arrangements, have
to be made with the French Govern-
ment, who have, however, promised
to erect the necessary installations.
Another great advantage of the use
of wireless telephony by aeroplanes
is that it relieves the machine of
the dead weight of an operator,
as a child can telephone in the air as
easily as over a land wire. At
present, all service aeroplanes are
fitted with telephones, and experi-
mental use of them on civilian
machines will be made in a
few days' time, when the weather
is suitable. At present telephony is
only employed in connection with
the wireless installation, giving a
range of 400 miles, and can only
cover a quarter of that distance,
though on occasion there have been
conversations at much greater
distances. By the end of February
it is expected that great strides will
have been made, amongst other
matters, in regard to connecting
wireless receiving instruments with
land lines, so as to bring aeroplanes
into touch with private telephonessubscribers. It is expected that
these arrangements will enable
valuable directions to be phoned
to aeroplanes especially in foggy
weather.

A WONDERFUL ROOM.

A room at the top of India House,
where the Air Ministry had had its
wireless station for several months
past, is in many respects the most
wonderful in London. Here a repre-
sentative of *The Daily Telegraph*
yesterday listened to a wireless tele-
phonic message, which could be
clearly heard. True, it came only
from the terminal aerodrome at
Hounslow, but to the uninitiated,
amidst these mysterious wave meters,
transmitting valves, and amper-
meters, with little twinkling
electric lights, the experience was
fascinating. Paris, Brussels, Nauen
(Berlin)—all the storm centres,
political and meteorological of Europe
are in constant touch by wireless
with this little nest among the stars.
The courteous explanations of
Colonel Blandy, who is in control of
the communications, and Major
Hamilton, in charge of the wireless,
are interrupted by a monotonous
sound, like the crying of sea-birds in
the distance. It is the meteorological
report from Paris, which the operator
takes down industriously in code.The installation comprises: Two
continuous wave transmitters, one
of which, possessing a useful wire-
less range of 400 miles, is employed
transmitting all messages to places
in the British Isles, and the other,
of higher power, with a useful
range of approximately 1,500 miles,
is employed for communication with
Paris, Brussels, Norway, and Holland,
and many other places; a sensitive
receiving apparatus for continuous
wave and spark telephony; and a
wireless telephony receiver, which is
used for the interception of messages
passed between the Civil Aviation
stations at Hounslow and Lympne
on the London-Paris-Brussels routes,
and between aircraft in flight.From the Air Ministry in King-
way a scheme of communication has
been organised to serve the Metro-
logical Office—now centred under
the Controller-General of Civil Avia-
tion—the great value of wireless
telephony to aviation trying primarily
in the rapid collection and circula-
tion of meteorological information.
From here also a large number of
messages on matters concerning the
Royal Air Force and the business of
civil aviation are also handled. Three
times a day meteorological reports are
transmitted by wireless over a radius
of a thousand miles and picked up and
re-transmitted for the use of airmen
in the different localities concerned.This is, of course, quite apart from
the wireless messages sent out by the
Admiralty for the use of ships at sea.
Meteorological reports are received
from stations in all European coun-
tries, and there is constant communi-
cation with Paris and Brussels on
matters concerning civil aviation

LEAP YEAR WOOLINGS.

LAW AND LEGENDS OF THE
LADY'S PRIVILEGE.There are things you hear about
but never see done—such as saying
"Nice pudding, please!" when some-
one says "Will you have Burgundy
or Pina Colada?"—and a proposal
by a woman in leap year comes into
the list. Everyone knows that a
year which divided by four leaves
nothing over, is an exception.
ally a trick and separate, at all events,
from the rest of the year. It is a
year in which women may pro-
pose marriage. But has anyone ever
known a woman to confess that she
was the wooer, or a man that he was
the wooed? asks E. R. in the *Daily
Chronicle*. Like having sensible
pockets, women dream of it but never
do it.The stack of books over which I
should have to climb if I were
summoned to the Palace to be knighted
to-morrow, represents a little effort
to track down the origin of the
custom. It takes one far back into
the dim past. Do listen to this—
St. Patrick was one day walking
beside Lough Neagh when he met
St. Bridget in tears, and was told
that a mummy had broken out in the
sunnery over which she presided, the
ladies—who, one presumes, had not
taken yows of gibbosity—claiming the
right to "pop the question." St.
Patrick said he would concede the
right every seventh year, but St.
Bridget besought him to make it one
year in four. "I will," replied St.
Patrick, "and I'll give ye leap year,
the longest of the lot."Unfortunately the late Mr. Brewer,
to whom I am indebted for this, adds
as a footnote: "The story told above
is of no historical value." But we
are on "surer ground" in considering
Scotland's claim, for in 1283 a law
was there enacted that "during the
reign of his most illustrious Majesty,
for ilk year known as leap year, ilk
mayden lady shall have liberty to
bespeak ye man she likes." Gift he
refuses to take her to be his lawful
wife, he shall be mulcted in ye sum
and punds or less, except he can
mak it appear that he is betrothed
to another woman. He shall then be
free."This would make the permission
appear to be a compliment to Mar-
garet, the Fair Maid of Norway,
granddaughter of Alexander III. of
Scotland, who only nominally reigned,
as she died on her passage to Scotland
in 1290.A similar law was passed in France
some years later, and in the
fifteenth century, the custom was
legalised in Genoa and Florence, so
it was evidently taken very seriously
at one time. But that only brings
us back to the original question—
Does anyone take it seriously to

NOTICES.

G. FALCONER & CO., LTD.

WATCHMAKERS & JEWELLERS.

Hotel Mansions.

Agents for:—ADMIRALTY CHARTS,

ROSS'S BINOCULARS and TELESCOPES,

KELVIN'S NAUTICAL INSTRUMENTS,

BENSON'S ENGLISH WATCHES,

ENGLISH SILVERWARE, direct from Manufacturers,
High Class English Jewellery.

HEALTH against SICKNESS.

By taking our "ROOSTER BRAND" MACARONI, PASTES, BUTTERS,
EGG-NUTS, VERMICELLI, or other kinds of Soup Stuffs, REGULARLY
you will have no complaint of any kind of sickness, as all our Products being
manufactured from Flour of the Best Quality and under the most Sanitary
Method can be easily digested and give you GOOD HEALTH & STRENGTH.
Large quantities have been exported to various parts of the World.
Your esteemed Orders will receive our prompt and careful attention.
Terms moderate, especially for Agents.THE RING WAH PASTE MFG.
CO. LTD.HEAD OFFICE: Hongkong, No. 47 & 49, Connaught Road
Central, Tel. No. 230.BRANCH OFFICE: Shanghai, No. 430 & 431, Nanking Road.
Factories: Hongkong, Wing Hing Street, Causeway Bay
and Shanghai, No. 71, North Soochow Road.

HOTELS AND CAFES.

THE HONGKONG HOTEL CO., LTD.

OPERATING:—

THE HONGKONG HOTEL,

HOTEL MANSIONS,

THE REPULSE BAY HOTEL,

J. H. TAGGART,
Manager.

THE PEAK HOTEL.

1,500 Feet above Sea Level, 15 Minutes from Landing Stage.
Under the Management of—

Mrs. BLAIR.

KING EDWARD HOTEL

CENTRAL LOCATION.

Lift, Electric Trams, Post Office, Electric Light, Water and Heating
European Baths and Sanitary Facilities, Hot and Cold Water System
throughout. Best of Food and Service.
Telephone 373. Telegraphic Address: "VICTORIA."
J. WITCHELL, Manager.

PALACE HOTEL

KOWLOON.

(Two minutes from Star Ferry).

Recently renovated and furnished, electric light and fans throughout
and entirely under new management. Outside under the personal supervision
of the proprietor, Bar and Billiard Rooms. Terms moderate. Special terms to
families on application to
Telephone K. 3. Telegraphic Add.: "PALACE."
J. H. OXBERRY, Proprietor.

CARLTON HOTEL.

(SEE ONLY AMERICAN HOTELS IN THE COLONY.)

108 HOUSE STREET.

Under American Management. Nice and quiet yet only a few minutes
walk from the Banks and Central District. 40 Bedrooms, Excellent Cuisine,
scrupulously clean. Moderate Terms. Monthly and Family Rates on
application to the Proprietor. Lunches meet. Passenger Buses.
Telegraphic Address "CARLTON."
Mrs. F. E. CAMERON.

ALEXANDRA CAFE

16, Des Voeux Road Central. Next to Hongkong Hotel.

THE CAFE FOR A GOOD MEAL.

Books of Tickets are issued at \$20. each.

Available for 30 Meals: Tiffin or Dinner.

Our SUPPER Speciality:

two Poached Eggs and Fillet of Finnan Haddock.

BLUE
BIRD
ION ORHAM
PARLOUR
AND CONFECTIONERSCHOCOLATES
Faint Swiss Vanilla Caramel
Home-Made Assorted Confection-
ery. Handmade. Wholesale and Retail.
California "Fruit" Caramels
American Chocolate. 100 per cent
Cocoa.
Special Cream. 40 per cent
Cocoa. Finest Swiss Cream.
20 per cent.TANG YUK, Designer,
the late KUN KING,
14, D'Almeida Street.
TERMS VERY MODERATE.

FRENCH LESSONS

G. ROUSSEAU
11, International Street, Wanchai.



Hughes & Hough
AUCTIONEERS TO THE GOVERNMENT

General Auctioneers
Share, Coal and General
Produce Broker and
Commission Agents.

PROPRIETORS
"To-Kwa-Wan" Coal Storage.

Codes used
Bentley's
A. S. C. 4th & 5th Editions.
A 1. Telegraphic Code.

Telegraphic Address
"METRO" HONGKONG.

PUBLIC AUCTIONS

THE Undersigned have received instructions to sell by Public Auction.

(FOR ACCOUNT OF THE CONCERNED),

SATURDAY,

March 13, 1920, at 10.30 a.m.,
at their Sales Rooms, No. 8,
Des Voeux Road, Corner of
Ice House Street.

One "Excelsior Motor Cycle"
P. 110 cc. cylinder, complete with
motor, pump, lamp, horn, etc.,
in excellent running order.
Terms—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, March 10, 1920.

(FOR ACCOUNT OF THE CONCERNED),

SATURDAY,

March 13, 1920, at 10.30 a.m.,
at their Sales Rooms, No. 8,
Des Voeux Road, Corner of
Ice House Street.

A Large Quantity of
Dinner Crockery
and Glass Ware,
etc., etc.

DINNER SERVICES: Blue and
Gold, White, Pink, etc.
GLASS WARE: Champagne and
Green, Buck Glasses, Tumblers and
Sneakers.

Also
Baby Carriages, Ice Cream Freezers,
etc.

And
Carpet Squares, Linoleum, etc.
Terms—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, March 10, 1920.

(FOR ACCOUNT OF THE CONCERNED),

SATURDAY,

March 13, 1920, at 11 a.m.,
at their Sales Rooms, No. 8,
Des Voeux Road, Corner of
Ice House Street.

A number of lots of
CUTLERY AND E.P. WARE
consisting of

Knives, Forks, Spoons, Sauce Boats,
Toast Racks, Cruets, Vegetable Dishes,
etc., etc.

Also
8 Cases Smoking Tobacco in small tins,
And
A quantity of Furniture, etc., etc.

Terms—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, March 9, 1920.

(FOR ACCOUNT OF THE CONCERNED),

TUESDAY,

March 16, 1920, commencing
at 2.30 p.m., at their Sales Rooms,
No. 8, Des Voeux Road, Corner of
Ice House Street.

A quantity of
TRUNKS AND BLACKWOOD FURNI-
TURE, BRASS AND BRASS-MOUNTED
BEDSTEADS, TEAKWOOD TWIN
BEDSTEADS, CARPETS, etc., etc.

comprising—
Chamberfield sofas, Arm-chairs (new),
Folding Card and Occasional Tables, One
Upholstered Suite, Bedroom Furniture,
comprising Teakwood Twin Bedsteads,
large and small Wardrobes, Dressing
suits, and Chairs, Washstands,
etc., (fitted Teakwood), Slide
boards, Dinner Waggon, Extension Din-
ing Tables and Chairs, etc., Dinner
Services, Crockery, and Glass Ware,
Cooking Stoves, Cutlery, etc., Bath
Room Utensils, Electro-Plated Ware,
Electric Reading Lamps, Blackwood
and Teakwood screens, a quantity of
Blackwood Furniture, Blackwood Fire
Screens, Slide Tables, Chairs,
Cabinets, Pictures, Carpets new and
second-hand.

Also
Four Electric and Enamelled Bath,
Camers, etc., etc.

Terms—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, March 10, 1920.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

S.S. "MAQUAN" voy 1 West.

From SEATTLE via JAPAN.

THE above mentioned vessel having arrived from the above mentioned Ports, Consignees of cargo are hereby informed that their cargo is being landed at their risk into the Godowns and or extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godowns Co., Ltd., Kowloon, and stored at Consignee's risk.

All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on 16th instant at 10.00 a.m.

All claims must be presented within a week of the Steamer's arrival here, after which they cannot be recognized.

No claim will be admitted after the goods have left the Godowns and all goods remaining undelivered after 16th instant will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for counter-signature immediately.

FRANK WATERHOUSE & CO.
As Operators, U.S. Shipping Board.
3rd Floor, Hotel Mansions.

AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

From NEW YORK.

THE Steamship

"SWAZI"

having arrived, Consignees of Cargo are informed that all Goods are being landed at their risk into the Hazardous and/or extra-hazardous Godowns of Holt's Wharf, Kowloon, whence delivery may be obtained.

No claims will be admitted after the goods have left the Godown, and all goods remaining undelivered after 12th March will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before March 20th, 1920, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on any Tuesday & Friday between the hours of 10.40 a.m. and noon, within the free storage period.

No Fire Insurance will be effected.

THE BANK LINE, LIMITED.
General Agents.
Hongkong, March 8, 1920.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction.

(FOR ACCOUNT OF THE CONCERNED),

TUESDAY,

March 16, 1920, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street.

A Small Consignment of
HOUSEHOLD LINENS, etc.,
Comprising—

Turkish Towels, Bath Towels, Bath Sheets, Double Bed Sheets, Baitenberg and Drawwork Bedspreads, Table Covers, Crochet and Drawwork Doilies.

Also
A few lots of Brass Jardinières, Large Kinkasan Vases, Japanese Vases.

Two Travelling bags and Suit Cases.
(All new goods and in small lots).

Terms—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, March 10, 1920.

G. R.

THE Undersigned have received instructions to sell by Public Auction.

(FOR ACCOUNT OF THE CONCERNED),

WEDNESDAY,

The 17th March, 1920, at 10.30 a.m.,
at the Army Ordnance Department
Queen's Road, East.

The following
GOVERNMENT STORES AT THE
ARSENAL YARD—

2 Typewriting machines, Benes, Lead,
Zinc, Steel, Wrought and Galvanized
iron, Leather, Ground Sheets, Tanned
and Plain Canvas, Rope, Old Wood,
Iron Drums, Cylinders, Paint Kegs,
Packing Cases, etc., etc.

Catalogues can be had at the Ordnance Office or from the Auctioneers.

Terms of Sale—Cash on delivery. All
Faults and errors of description at
Purchaser's risk, on fall of the hammer.
All lots to be cleared within 4 days.

HUGHES & HOUGH,
Auctioneers.
Hongkong.

WANT ADVERTISEMENTS

25 WORDS 3 INSERTIONS, ST. PREPAID.
Each additional 5 words 4 Cents.

WANTED.

WANTED—FURNISHED HOUSE
or FLAT, on one of the higher
levels or on the Peak, by Married
couple. Letters C/o "CHINA MAIL."

WANTED—Thoroughly experienced
Accountant required by European
Firm immediately. Suitable man with
good qualifications may expect cor-
responding remuneration. Apply Box
1176 C/o "CHINA MAIL."

TO LET.

TO LET—A GODOWN at Yau-mai.
Apply to The Hongkong Land
Reclamation Ltd.

FOR SALE.

FOR SALE—One Sulzer Diesel
Engine 300 H.P. direct coupled to
a 200 K.W. Alternator. Full Specifi-
cation can be obtained at the office of the
Hongkong Electric Co. Ltd., St. George's
Buildings. The Plant can be inspected
at the Company's Works, Wing Fung
Street, Wan-chai. The Company are
prepared to accept an offer for Engine
without the Alternator.

TO LET.

TO LET—A SHOP in Nathan Road,
Kowloon.
Apply to Humphreys Estate & Finance
Co., Ltd., Alexandra Buildings.

HATS! HATS!! HATS!!!
LA FAVORITE.

— JUST RECEIVED —

A LARGE ASSORTMENT OF
LADIES' EXQUISITE SUMMER HATS
of the latest Parisian Styles and Colours.

CALL AND INSPECT THEM.

9, BEAconsFIELD ARCADE

THE HONGKONG ROPE MANUFACTURING Co., Ltd.
Established 1883
MANUFACTURERS OF

PURE Manila ROPE

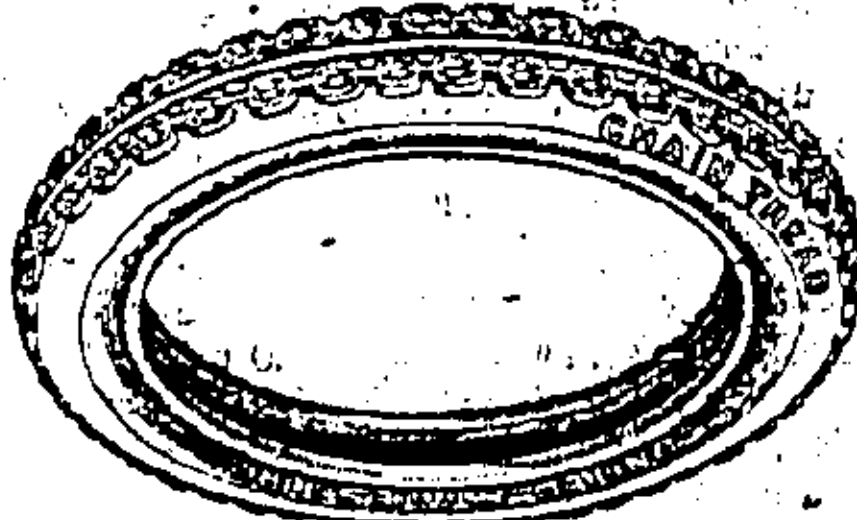
STRAND 3" to 15"
CABLE LAID 5" to 15"
4 STRAND 3" to 10"

Oil Drilling Cables of any size up to 3,000 feet in length.

Prices, samples and full particulars will be forwarded on application to:
Shewan, Tomes & Co. General Managers

TYRES

TYRES TYRES TYRES



TYRES

On account of recent large arrivals at favourable
exchange we are able to offer the well-known
U.S. CHAIN TYRES at great reduced rates from
1st February as follows—

TYRES	TUBES	TYRES	TUBES
H.K. \$	H.K. \$	H.K. \$	H.K. \$
28 x 3	22.10	34 x 4 1/2	15.95
30 x 3	24.25	35 x 4	60.00
30 x 3 1/2	31.50	35 x 4 1/2	75.50
31 x 4	49.70	36 x 4 1/2	78.60
32 x 3 1/2	38.40	36 x 4 1/2	47.35
32 x 4	50.80	765 x 105	49.45
33 x 4	53.20	815 x 105	49.45
34 x 4	54.40	880 x 120	68.90

Subject to change without notice.

Confidential Discount for quantities upon application.

ANDERSEN, MEYER & CO., LTD.

HONGKONG:
QUEEN'S ROAD CENTRAL.
TEL. 1990 & 1991.



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MISSION BUILDING.
TEL. 3197.

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Japanese Photographers.
All kinds of Photographic Work done
in latest styles also Passport Photos.

Developing and Printing for
Amateurs a Specialty.

No. 44, Queen's Road Central.
Tel. 254.

TAIYO & CO.

JAPANESE
BOOTS AND SHOES
MADE TO ORDER.

No. 24, Wing Lok St.



INTIMATIONS.

HONGKONG TRAMWAY COMPANY,
LIMITED.

(Incorporated in the United Kingdom)

NOTICE IS HEREBY GIVEN that
the COLONIAL (Hongkong)
REGISTER of the Company will be
CLOSED from TUESDAY, 16th March,
1920, to WEDNESDAY, 14th April,
1920, both days inclusive.

By Order of the Board of Directors.

W. E. ROBERTS,
Secretary.

Hongkong, March 8, 1920.

THE HONGKONG ELECTRIC
COMPANY, LIMITED.

THE Consumers of the Company will
be notified individually if their fans
are not suitable for the current supplied
during next Summer and they are
requested to take no notice of advertise-
ments to the contrary issued by any
other persons than the Hongkong
Electric Co., Ltd.

GIBB, LIVINGSTON & CO.

Hongkong, March 10, 1920.

THE HONGKONG ROPE MANU-
FACTURING COMPANY, LTD.

THE THIRTY-SIXTH ORDINARY
ANNUAL MEETING OF
SHAREHOLDERS in the above Com-
pany will be held at St. George's Build-
ing, Chater Road, Victoria on THURSDAY,
the 18th March, 1920, at 11
o'clock a.m. for the purpose of receiving
a Statement of Accounts and the report
of the General Manager for the year
ending 31st December, 1919, and elect-
ing a Consulting Committee and
Auditors.

The TRANSFER BOOKS of the
Company will be CLOSED from
SATURDAY the 13th March, 1920,
until THURSDAY the 18th March, 1920,
both days inclusive.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, March 8, 1920.

THE GREEN ISLAND CEMENT
CO., LTD.

THE THIRTY-FIRST ORDINARY
ANNUAL MEETING OF THE
SHAREHOLDERS in the Company
will be held at the Office of the Com-
pany, St. George's Building, Chater
Road, Victoria, Hongkong, on SATUR-
DAY, the 20th day of March, 1920,
at 11.30 o'clock in the forenoon for the
purpose of receiving a Statement of
Accounts and the Report of the Directors
for the year ending 31st December, 1919,
and declaring a Dividend.

The TRANSFER BOOKS of the
Company will be CLOSED from
THURSDAY, the 11th March, 1920,
until SATURDAY, the 20th March,
1920, both days inclusive.

By Order of the
BOARD OF DIRECTORS.

Hongkong, March 8, 1920.

CHINA SUGAR REFINING
COMPANY, LIMITED.

NOTICE.

THE FORTY-SECOND ORDINARY
ANNUAL MEETING OF THE
SHAREHOLDERS of the above Com-
pany will be held at the Office of the
General Agents, Pedder's Street, on
WEDNESDAY, the 24th instant, at
11.30 a.m. for the purpose of receiving
the Report and Statement of Accounts
for the year ending 31st December, 1919.

The TRANSFER BOOKS of the
Company will be CLOSED from the
10th to 24th March, both days inclusive.

JARDINE, MATHESSON & Co., Ltd.,
General Agents.
Hongkong, March 5, 1920.

THE CHINA PROVIDENT LOAN
AND MORTGAGE CO., LTD.

THE TWENTY-THIRD ORDINARY
ANNUAL MEETING OF
SHAREHOLDERS in the Company
will be held at the Office of the
Company, St. George's Building, No. 6
Connaught Road on SATURDAY,
the 27th March, 1920, at 11 a.m. for
the purpose of receiving a Statement
of Accounts and the Report of the
General Managers for the year end-
ing 31st December, 1919, and electing
a Consulting Committee and Auditors.

The TRANSFER BOOKS of the
Company will be CLOSED from
SATURDAY the 20th March, 1920,
until SATURDAY, the 27th March,
1920, both days inclusive.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, March 10, 1920.

FOR SALE.

FOR SALE—Two Belliss and
Morcombe Triple Expansion
400 H.P. Engines, direct coupled to
250 K.W. Direct Current Generators
or 75 cycle Alternators complete
with three Boilers, Condensing Plant
and Economiser. Full Specification
can be obtained at the office of the
Hongkong Electric Co. Ltd., St.
George's Buildings. The Plant may
be inspected at the Company's Works
at North Point by arrangement with
the office.

NOTICES.

THE MOTOR UNION INSURANCE COMPANY, LIMITED,
AND
THE UNITED BRITISH INSURANCE COMPANY, LIMITED.
FIRE, MARINE, LIFE and MOTOR ACCIDENT.
For Rates and Particulars apply to the General Agents
UNION TRADING CO., Prince's Building.

WE, THE UNIVERSAL PROVIDERS, ARE CHARACTERIZED
BY THESE THREE MOST STRIKING FACTORS.

Inspections and Calls are Solicited

Please ring up 196 or 198 or 2898

COMPLETE SUPERIOR BARGAINS

THE WING ON CO. LTD.
HONG KONG

JUST ARRIVED
Ladies' Trimmed and Untrimmed HATS for Summer
Latest Style.
Prices to suit all purses.
POHOOMULL BROS.
TELEPHONE 2468. 36, QUEEN'S ROAD CENTRAL.

THE HOTEL ASIA
WEST BUND, CANTON.

The highest building in Canton affording a
panoramic bird's eye view of the whole
city and suburbs.

Large and airy rooms, Elevators, Electric Lights and Fans installed.
Hot and cold water service fitted, Excellent Cuisine, Bar and Billiard
room, Roof Garden, Cinematograph Theatre and every modern
convenience provided.

Special monthly and family rates can be
arranged on application to

THE SUN CO., LTD.
(Proprietors.)

HORLICK'S
MALTED MILK

Pure full cream milk, enriched with choice malted
barley and wheat in powder form. Keeps indefinitely.

THE FOOD DRINK FOR ALL AGES.

A refreshing and sustaining beverage, ready in an
instant by the addition of hot or cold water—
only. No cooking. Nourishing and convenient.

SOLD BY ALL CHEMISTS AND STORES.

HORLICK'S MALTED MILK COMPANY,
SLOUGH, BUCKS., ENGLAND.

LONG HING & CO., PHOTO SUPPLIES,
Kodak and Kodak Films, etc., etc.
DEVELOPING & PRINTING A SPECIALITY.
No. 17A, QUEEN'S ROAD CENTRAL, HONGKONG.

These Cigarettes are made of selected Mild
leaf tobacco and quite harmless to those
who are accustomed to inhale.

NANYANG BROTHERS TOBACCO CO.
165, Des Voeux Road, Hongkong.

The Globe
THE REVENUE
CIGARETTES

六號香煙 仰光 凡天 華 無 南
十中 標 發 共 技 者 我 下 人 味 界
五 一 標 行 提 國 際 牌 號 製 辦 香
號 百 標 所 經 貨 賣 船 雙 遊 香 港

ROBERT PORTER & SON'S BULL DOG BRAND GUINNESS' STOUT

PINTS per case of 8 dozen \$30.
per dozen \$3 80
SPLITS per case of 12 dozen \$32.
per dozen \$2 75

SOLE AGENTS—
A. S. WATSON & CO., LTD.,
WINE AND SPIRIT MERCHANTS,
HONGKONG.
TEL. 616.

Wm. **Powell** Ltd.
TELEPHONE 346

JUST RECEIVED
**SPRING
HATS**
Semi-trimmed Straws.

INSPECTION INVITED.

The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE"

HONGKONG, FRIDAY, MARCH 12, 1920.

JOY OF FOLLY.

When we read Tom MacInnes' volume of poems, "The Fool of Joy," and reviewed it in this column, we took the liberty of suggesting that "The Joy of Folly" would have suited better the polarity of his treatment. There were, as we indicated, vacillations by the needle of his inspiration, but generally speaking his genius pointed to this as the true north of his literary leaning, that there is pure joy in pure folly (as the sober world uses the word) and that the Fool of Joy is not such a fool as he looks. Fools were the precursors of the tyrannous past, and they may well be in the midst of the modern madness the exemplars of the wisdom of to-morrow. Even transitionally, with gory Bolshevism piled on callous profiteering, and with venal politics on the larger lunacy, it is still better far to laugh than cry. Had the spiritual home of the Teutonic reader been in the superhuman nonsense of Gobiernan, how different had been the issue of the last instrument or two. A story by W. W. Jacobs would better nourish British patriotism than many letterettes in the *Daily Mail*. *Punch* in its utmost puerility is more wholesome politically than the *Primrose League*. Your Chitochs and Yoncks and Dagonets and Merry Andrews must be wise men all, shrewd as Archie the fool of James I, that was to be hanged for a sheep, and had a reprieve till he had read his Bible through for his soul's weal. (See "The Fortunes of Nigel," by Walter the Scot.) The *limbus fatuorum* is no purgatory: the joy of folly may be a Fool's Paradise: so long as it is a paradise, where's the hell of it? We have digged in this mine before, and must not overdo it; but when we think of the uses of men like Gelett Burgess, Robert J. Burdette, Orpheus C. Kerr, and all their joyous company, in hard-headed America, and of the paucity of wise fools on our side, it is a temptation to go a-missionary, patently preaching not only the joy but also the wisdom of some well-considered foolishness. However, the immediate occasion of these musings is the receipt from Tom MacInnes of the following poem, in acknowledgment, he kindly says, of our tribute to his published work. Let us,

therefore, on providing first introducing you properly. Zalinka—the Reader. The Reader—
ZALINKA.
[By Tom MacInnes.]
1
Last night, in a land of triangles,
I lay in a cubicle where
A girl in pajamas and bangles
Slept with her hands in my hair.
2
I wondered if either or neither
Of us were properly there,
Being subject to queer aberrations—
Astral and thin aberrations—
Which leave me no base to compare
No adequate base to compare:
But her hands, with their wristful
Of bangles,
Were certainly fast in my hair,
While the moon made pallid equations
Thro' a delicate window there.
3
I was glad that she slept, for I
Never
Can tell what the finish will be!
What enamoured nocturnal endea-
your
May end in the killing of me:
But, in the moonlit obscurity
Of that silken, somniferous lair,
Like a poet consumed with a far
lust
Of things unapproachably fair
I fancied her body of star dust—
Pound of spices and star dust—
Out of the opulent air!
4
Then the moon with its pale
liquidations
Fell across her in argent bars,
And I thought: "This is fine, but
to-morrow
What cut of Dawn's cold scimitars
Will sever my hold on this crea-
ture—
I mean of this creature on me?
Aurorous creature of exquisite
aura—
Marvel of dark glories!"
5
What joy of folly then followed
Is beyond my expression in
rhyme:
And I do not expect you to take me
When I speak of expansions of
time:
Of reaching and zooming serenely
As it were at right angles to
time:
Knowing well you may think, on
your level,
This was only a dream indis-
cret,
Or experience quite indiscreet,
But it's a little I care, in this in-
stance,
What you do or do not think dis-
creet!

O utterance futile but sweet!
Like a parrot I pause and repeat,
In delight of my own, and for
nothing,
To myself I repeat and repeat:
8
Last night, in a land of triangles,
I lay in a cubicle where
A girl in pajamas and bangles
Slept with her hands in my hair!

ADVERSARIA.

Mr. Harper will lend
you for twenty cents
Jerome K. Jerome's
new novel. "All
Roads lead to Calvary." Here is
a quotation: "Power derived from
worldly sources can only be em-
ployed for worldly purposes. The
power conferred by popularity, by
wealth, by that ability to make use
of other men that we call organiza-
tion—sooner or later, the man who
wields that power becomes the
Devil's servant. So long as King-
ship was merely a force struggling
against anarchy, it was a holy
weapon. As it grew in power, so it
degenerated into an instrument of
tyranny. The Church, so long as it
remained a scattered body of
neek, lowly men, did the Lord's
work. Enthroned at Rome, it
thundered its edicts against human
thought. The Press is in danger
of following precisely the same
history. When it wrote in fear of
the pillory and the jail, it fought for
Liberty. Now it has become the
Fourth Estate, it fawns at the feet
of Mammon." "The business of
the journalist is to destroy the
truth, to lie, to pervert, to vilify,
to fawn at the feet of Mammon, to
sell his soul for his daily bread.
We are the tools and vassals of rich
men behind the scenes. We are
the jumping jacks: they pull the
strings and we dance."

There is a most in-
teresting story,
quite another book,
of a Man who appear-
ed before a Roman magistrate, and
told him: "To this end was I born,
and for this cause came I into the
world, that I should bear witness
unto the truth." Now Pilate was
not a newspaper proprietor, so he
found no fault in him.

In olden times, the
fools, Panjandrums kept fools,
or "innocents," as they
were happily called. To the critics
of these innocents it was cus-
tomary that even a tyrant should
listen. Bitter truth-sugared with
humour, and sometimes the medicine
worked. The only possible way to
teach in these days is to play the
fool. See to-day's almost intelli-
gent editorial.

Some of these
REFORMERS, people would per-
suade others to
provide rain-proofs for ducks; and
warn pigs of the dangers of gar-
bage; they make as much noise as
a clucking hen on a keramic egg,
and hatch no more.
Major Wimpey con-
sidered that flying
STUNTS, machines may yet ex-
ceed 150 miles an hour.
If, he argues, "we increase our
speed to 600 miles an hour—the
speed of the earth—the sun will
appear to stand still in the sky;
and if we go faster and start on
Monday we shall find ourselves
back at the previous Sunday." So
Wells' "Time Machine" was not
so wildly fantastic after all. It is
only necessary for an aviator of 30
to go fast enough round and round
the world, in the right direction,
to find himself in the year 1890
again, a-pulling babe. But who
then will handle the machine? He
had better take a nurse of 60 with
him.

To encourage others,
a correspondent sign-
ing himself "A.M."
has written to *The Times* announc-
ing his intention to hand over for
cancellation £120,000 worth of the
Funding Loan, this representing
20 per cent. of his fortune—the
fruit of over 50 years' unremitting
industry. "A hasty calculation
shows that he will have £480,000
left, which, divided by 50, repre-
sents £9,600 per annum pay for his
unremitting industry." Not bad.
What was he? A coal-miner, or a
railway-worker? Certainly not a
newspaperman. They never give
anything back.

Winston Churchill,
alarmed by by-
GOVERNMENT, election results,
wrote in a Sunday
paper an article meant to show that
Labour men could not form a
government that would be of any
use. That naturally provoked re-
plies, and *The Times* of Jan. 16
says "The Labour leaders had
by no means the worst of the argu-
ment." Whatever are we coming to?
Even the Lord Chancellor,
whom the Coalition made, says the
Coalition is doomed. He wants a
new Party to oppose Labour.
That's like the Kaiser appointing
new generals to win the war for
him. The Kaiser now murmurs
"Amertongen" (I'm a wrong un).
Winston and the Lord Chancellor
may repeat it.

"Show rooms in-
side," said a print-
MENT, "ed card in a store
window in Pedder
Street, and 'show me your rooms'
said a party distracted by a rain
search for lodgings. The housing
question once more.

This is the medical
term for lapse of
memory, especially
where the forgetfulness covers a
marked period of a man's life. It
is said to have been frequently a
sequel of shell-shock in the war.
It is lately growing more marked
in the Adversarian, who for two
days has been tortured (the word
is deliberately selected) by inability
to recall the name of an essayist-
journalist who wrote on scientific
subjects, especially ethnology. He
had white hair and a black mous-
stache, and was a contemporary of
R.L.S., Grant Allen, etc. What
was his name? By the way, the
word amnesia is only another form
of amnesia, which the King has
proclaimed toward the Germans.
His "loyal" subjects throughout
the empire are not showing much
forgetfulness, though, are they?

Half a column of
TO THE MOON, solemn discussion
in *The Times*
about an American professor's
scheme to send a rocket to the
moon suggests the need for em-
phasising that the joyous folly of a
Fool of Joy is quite other than the
serious foolishness and foolish seri-
ousness that overlays journalism to-
day. This famous journal now
makes a feature of "news in pic-
tures," instead of giving us pic-
tures in the news. But it does
publish a letter every day from the
admirable Admiral Fisher. Here's
a taste of one: "A threat to dissolve
Parliament makes its recalcitrant
members feed out of the Prime
Minister's hand. Did not some
hundreds of them send a telegram
to Paris? They don't represent the
masses of this nation. It's the
blindest, richest, effete; House of
Commons we ever had."

The over-night news
THE NEWS, is for the most part
rather boring, don't
you think? The Swedish and
Portuguese Cabinets have resigned.
Others will succeed them, so who
cares? America will trade with the
Soviet without recognizing that
there is a Soviet. The Allies are
doing the same clever thing. It
does not excite us. *The Telegraph*
talks of a "grave situation" in
Turkey and of Allied troops occupy-
ing Constantinople, while it is
"officially stated" that there is
probably no need to send troops
from England there. These things
are all obvious guesses, and they
irritate. There is a little more de-
tailedness in the message about the
Indian Muslims' resolution to
sever connection with the
British government and to boycott
pneumatics if their wishes regard-
ing Turkey are not respected, but
even that is probably "hot air."
A dreary lot of items. Ah! Here
is one that has human interest.
Prince Joachim of Prussia insults
two French officers in hotel, and
throws champagne bottles at them,
and gets chucked out by the staff.
Good! Noske has ordered Joachim
arrested. An intelligent jailer
would shorten, sweeten, and sim-
ply matters by cutting this prince-
pig's throat. We are not an-
noyed at him for his rudeness to
the French officers, but for his
cheek in pretending that he counts
any more in Germany.

OUR LOCAL POETS.

BAG OF MYSTERY.

Sausage well-spiced! When viewed
at huggery morn,
With greasy skin agape, and showin'
inside
The luscious meat that once was
Trotsky's pride—
What were a breakfast relit of these,
forlorn?
For eggs and bacon must be dubbed
outworn.
You conquer appetite that else had
died,
And tempt these avid lips to open
wide
To taste such raptures as are yet
unborn
In poetry's rapturous realm; and so
Soft slithering o'er the tongue, it
downward slips
Soothing as dew from summer morn-
ing sky,
Fragrant as any spicy winds that blow,
The magic of hot pig is on my lips.
The pigishness of magic in my eye.
—THE ADVERSARIAN.

A FAMILY NECESSITY.

Every family should be provided
with Chamberlain's Pain Balm at
all times. Sprains may be cured in
a few minutes when promptly treated.
Lame-boys, lame-holders, pains in the
side and chest, and rheumatic pains are
some of the diseases for which it is es-
pecially valuable. Try this liniment and
you will never be able to do without it.
For sale by all Chemists and Store-
keepers.

LOCAL AND GENERAL.

To-day's dollar is worth 4s. 11½d.

Cargo by the "Swazi," becomes
subject to rent if undelivered after
today.

Notifiable disease has dwindled
to one case of cerebro-spinal fever on
each of the last two days.

Consignees of cargo by the "Van
Waerwijck," are reminded that goods
remaining undelivered after to-day
are subject to rent.

Charged before Mr. N. L. Smith
this morning, with the unlawful
possession of 42 *piu* lottery tickets,
an elderly Chinese was remanded for
a week. Bail was allowed in the
sum of \$150.

When charged before Mr. Irving
this morning, with picking the pocket
of a compatriot outside a brothel in
Water Street yesterday, a Chinese
youth pleaded "not guilty." A
Chinese detective said he saw the
defendant put his hand in the com-
plainant's pocket, and extract some-
thing. He grabbed the defendant as
he walked away, and in his hand 30
cents was found. Six weeks.

Ten Chinese were this morning
charged before Mr. Irving with
gambling at No. 249 Queen's Road
East. The first man was further
charged with being the keeper of a
common gaming house. He admitted
gambling, but denied the other
charge. Sergt. Cockle said he was
prepared to accept the plea. All the
other men also admitted gambling.
A fine of \$3, or 7 days each,
was imposed. \$318 found on the mat
was confiscated.

A Chinese was this morning
charged before Mr. N. L. Smith with
haunting an unmarried girl, aged
17. Mr. E. J. Grist who appeared
for the girl's father said both the
complainant and the defendant were
stewards on the same ship. The
defendant, who was admitted in the
complainant's house as a friend,
betrayed the trust placed on him,
and enticed the girl to run away
from home. The case was remanded
until the 18th inst. Bail was fixed
in the sum of \$1,000.

M. M. STEAMER RUNS ASHORE.

MANY VESSELS DELAYED BY FOG.

There has been a heavy fog out-
side Hongkong for the past week
which has greatly delayed many
steamers due to arrive and has also
been the cause of one of the Messa-
geries Maritime steamers going
ashore, viz. the "Commandant Magee."
The bad weather conditions will be
better realised when it is stated
that the Blue Funnel steamers
"Antiochus," "Tyndareus," "Jason"
and "Teenhau," were compelled to
anchor outside, anything from two
to five days. These vessels have
since made the harbour. Many
local steamers have also been delayed.
The "Commandant Magee" left
Hongkong homeward bound (Mar-
seilles), yesterday. At four o'clock
a wireless message was received
stating that the vessel had struck a
rock 20 miles from Hongkong, near
Salmon. Later, another message
was received stating that the pos-
ition of the vessel was 22.02 lat.,
114.01 long. A tug from the Taikoo
Dock has been sent out, but up to
11 p.m. no further news had been
received.

The "Commandant Magee" car-
ried no passengers. She had a gen-
eral cargo and was from Japan and
Shanghai.

ELECTRIC FITTINGS WRONG.

Mr. A. H. Crew appeared before
Mr. N. L. Smith this morning to
defend the "Bon Ton" Company,
who are summoned by the Hongkong
Electric Co. for having an excess of
lights on their premises.
Counsel said the offence was a
technical one. The contractor who
did the fitting was really to blame.
His clients thought that the con-
tractor had got the necessary permit
before doing the fitting.
Mr. Bamerman said it was a
dangerous installation, especially in
view of the fact that the firm's staff
consisted of 50 people. There were
no fewer than 35 lights on the
premises—nine on the ground floor.
He did not know what material the
wires were made of, but they were
very flexible and dangerous. This
kind of wiring was not allowed to be
used in contact with iron.
A fine of \$50 was imposed.

CRICKET.

C.R.C. v. R.E. & I.A.

In the above match to-morrow,
the following will represent the
C.R.C. on home ground—Ng See
Kwong (Capt.), H. Ching, Un Hov
Fan, J. Wong, Geo. Lee, Shin Man
Ping, Lo Man Fui, Ho Wing Kin,
Choi Man Ping, Wei Lee Son and
Wong Kwok Kwong.

JUVENILE MUSIC.

PROFESSOR DANENBERG'S ANNUAL REGITAL.

The sixth annual pupils' concert was
given by Professor Danenberg last
night, assisted by Mrs. H. A. Jones.
"Bella Spree" reports it for the
China Mail. She writes:
We gathered in the big hall of the
City Hall in respectable numbers.
The only empty chairs were two that
were broken. The young buds of the
shrub of genius had a sympathetic
audience. We marked the fruit of
much patient study and teaching.

Miss Elfrida Osmund and the Pro-
fessor played the overture—a piano
duet. Good music to begin—Weber's
"Freischütz." Then one of the
youngest pupils, Miss Eileen Lam-
mert, with a light touch, played two
Forest Fantasies by Carroll. Master
George Bond followed with Poldini's
valse, "Sylphes." He kept beauti-
ful time, and I liked his poise. A
pretty little brunette, Miss Alda
Teixeira, gave us a Mexican Serenade
and "The Dancers" by Lemont. Both
melodies were very pretty. If I told
you that all of Professor Danenberg's
pupils, from the youngest to the most
expert, played their pieces by heart,
would you not agree with me that
they have developed a very musical
ear?

Very quietly and without striving
for effect did Miss Kathleen Heron
render for us three Sea-idylls by Car-
roll. Her technique was excellent,
but we wish there had been a little
more expression in her song "To a
Wild Rose." Was it shyness or lack
of feeling? Perhaps both; the day
some of those very brilliant performers
will let themselves go, we think they
will develop into real artists.

Miss Marjorie Stewart played very
daintily "A word of love" and a
Minuet by Schütz. The star soloist of
the first part of the programme was
Miss Marie Lobato, and indeed her
Woodland Sketches were appreciated
by all.

The second part was opened by the
Professor's niece, Miss Elsa Alves of
Yammat, whom we had already heard
at Mrs. Basil Taylor's. She played
with a brio which was very much ap-
plauded; her "Butterflies" were fly-
ing around from flower to flower. I
loved the sweet melody of Lack's
Madrigal, but I think *Bre'er Rabbit*
would have gained in quality if it had
hopped about more lightly.

At this part of the performance
Mrs. H. A. Jones stepped in (or up)
with two songs: "Se Saran Rose" by
Arditi, one of Melba's favourite
encores, and *Happy Song*. I liked
her picture-hat as much as her sing-
ing, and they both seemed to please
the audience as well.

Miss May Choy gave a very good
rendering of "Home Sweet Home,"
a Fantasy by Thalberg. We see that
the Oriental mind can vibrate in sym-
pathy with Western thought, at times.
The Misses May Fincher and Ed-
wina Rodgers made a pretty pendant
in pink and light blue as they played
on two pianos very melodious varia-
tions by Sinding.

When Miss Elfrida Osmund, a
slender figure in red, began to attack
the first chords of the "Convent" to
imitate the morning bells, you should
have seen the excitement of the Chi-
nese damsels in the audience! They
thought that Borodine had been in-
spired by the sounds of the native
gong. The Skylark by Balakirev-
Glinka, also rendered by Miss
Osmund, appealed to us all; it soared
full of feeling and melody. Here ap-
peared Miss Winifred Robinson in
white, to play the "Narcissus" by
Nevin and a fascinating Irish Lullaby
"Lullalu." Professor Danenberg and
Miss Lilian Chenailoy performed the
valse of the "Wedding Cake" in
which there was joy and merriment,
as well defined its title.

We must congratulate Miss Marie
Souza for the brio, technique and
elegance she displayed in Liszt's Rha-
pody. We followed with enthusiasm
the Hungarian riders galloping in the
Danube plain putting to flight innocent
groups of ducks. Liszt is not an
easy composer to interpret; he was
very proud of his unusual virtuosity,
and delighted in the difficulties he
sowed in every page of his. Did he
not once place a note that nobody
could play and that had to be attacked
with the nose?
Yesterday, I saw Spring on the
platform. A pretty display of youth-
ful figures in tender pinks and blues,
in white and red, the latest hats from
our elegantest shops, frills in baptiste
and voiles.

I don't think the masculine part of
the audience disliked that. Some, I
am told, are more partial to pretty
frocks than to torrents of harmony.
Taste and sight, psychologists teach
us, are the first senses that develop
in infants, and are not men nothing
but grown-up children?
P.S.—The programme will be re-
peated next Wednesday, 17th, at 6.30
sharp, with an entrance fee of \$1.00.

DESPONDENCY DUE TO CONSTIPATION.

WOMEN often become nervous and
despondent. When this is due
to constipation it is easily corrected by
taking an occasional dose of Chamber-
lain's Tablets. These tablets are easy to
take and pleasant in effect. For sale by
all Chemists and Storekeepers.

CORRESPONDENCE.

THE CHINESE CALENDAR.

[To the Editor of the "China Mail."]

Sir,—Your editorial of yesterday
has touched upon a much discussed
point—the abolition or the retention
of the old Chinese Calendar. Not
having seen the original article in the
Far Eastern Political Science Review,
I cannot exactly say what the writer
thereof means by saying that the old
Chinese Calendar helps one to choose
auspicious days for all one's move-
ments. This writer seems to be con-
founding the old Chinese Calendar
with the Almanack—Tung Shing—
issued every year and procurable from
every bookseller at from 10 to 20
cents a copy. This Tung Shing is
reputed to be the yearly work of
Cheung Tin Shi—the Tavis Astro-
nomer Royal living at Lung Fu Shan
in Kiangsi.

I quite agree with you that there
is no trouble in adopting the European
Calendar and letting the Astronomer
Royal appoint days auspicious and
inauspicious for people to take wives,
etc. In fact, the Tung Shing now
also gives the Solar as well as the
Lunar dates side by side. From a
Political and Commercial point of
view, there is no doubt that the change
—the adoption of the Solar or Euro-
pean way of reckoning date is better,
but the trouble lies with the farmers,
and the people in general.

Accustomed for generations to
reckon their sowing and reaping time
according to the Lunar dates—the old
Calendar—and being most conserva-
tive and unwilling to change the ways
of their forefathers, it is not an easy
matter to make them accept the
change. Moreover, the Republican
Government has not inspired them with
that confidence which would guaran-
tee their adoption of everything recom-
mended by it. For what does the
Republican Government of China
mean to the farmers and people in
the interior, but an increase of bri-
gandage and lawlessness?

To the general people the adoption
of the new Calendar presents another
difficulty—religious. If the new
Calendar is adopted, there must be a
complete change as regards the feasts
of the gods.

These are, I think, the two prin-
cipal points which prevent this con-
servative people from changing even
in their way of reckoning days. The
Chinese people will come to accept
the change, but not before many years
run by, and foremost, not before peace
reigns in this hapless land.—Yours,
etc.

JOHN KESTREL.

ISN'T IT TIME TO BE REASONABLE?

THIS SMELLS OF RED TAPE.

The manager of Wo Ping Theatre
was this morning charged before Mr.
N. L. Smith with unlawfully allow-
ing his actors to sleep in the theatre.
Mr. Agassiz, who appeared for the
defence, said that since the last pro-
secution against his client, he had
secured accommodation for 52 persons
outside the theatre. It was physically
impossible for his client to do more,
in view of the present shortage of
houses. They had done their best,
and cannot do more. Surely,
the P.W.D. did not expect the people to
sleep on the Praya? His client had
gone so far as to apply to the P.W.D.
for permission to make some rooms
in the theatre for the accommodation
of the actors, and what was the re-
sult? They were forbidden to do any-
thing of the sort. He did not know
why the P.W.D. and the Police should
be "down on" his client. The other
theatres could accommodate their
actors on the premises, why not his
client's theatre?

Mr. Edwards of the P.W.D. ex-
plained that the other theatres were
in existence before the new ordinance
came into force, and the ordinance did
not touch them. The defendant's
theatre was built after the ordinance
came into force, and therefore came
within the provision of the ordinance.
His Worship asked if there was any
difference in the construction of the
buildings.

Mr. Agassiz: Only that my client's
theatre is much better, and is built on
modern lines.
A fine of \$25 was imposed.

HONGKONG VOLUNTEER CORPS.

Orders for Cadet Company by
Lieut. A. D. Brawn.

STRENGTH.

Cadet L. T. Chreley joined on
March 6, 1920 and is placed to
Section 2.

PARADES.

All Sections, Band and Instructors
at Headquarters on Monday, 19th
instant, at 5.15 p.m.
N.C.O.s and Instructors on Thurs-
day, 18th instant at 5.15 p.m.

G. R. STEWART, Captain,
Adjutant, H.K. Volunteer Corps,
Hongkong, March 12, 1920.

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Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. Tuck, Cook & Son, Booking Agents, Hongkong.

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Sailing on or about March 26th.

NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S. S. CO.)

Regular Services between

FOR JAPAN.
S.S. "BORNEO MARU" On 15th March.
JAPAN, HONGKONG & JAVAFOR JAPAN.
S.S. "RIJUN MARU"
Sailing on or about March 21st.

OCEAN TRANSPORT Co., Ltd.

(TAIYO KAIUN KAISHA.)

Steamship Services Trans-Pacific.
Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to South AFRICAN PORTS with transshipment at CALCUTTA.

in conjunction with the
INDO-CHINA STEAM NAVIGATION CO., LTD.
AND APCAR LINES.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

IRON AND STEEL PRODUCTS

BEST TERMS COMPLETE STOCK.

(ESTABLISHED 1880). SINGON & CO. (TELEPHONE 515).

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

ANDES MARU (Call Shanghai) Middle of March.

CELEBES MARU (Call Shanghai) Middle of April.

GENOA & BOMBAY—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Co.'s steamer.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

TACOMA MARU—Thursday, 1st April.

BOMBAY & COLOMBO—Regular fortnightly service via S'pore.

SAIGON MARU—Wednesday, 17th March.

GANGES MARU—Wednesday, 24th March.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly service.

UNNAN MARU—Thursday, 1st April.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA & VANCOUVER—Tacoma via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokkaichi & Yokohama.

ARABIA MARU (Call Shanghai) Tuesday, 6th April.

MANILA MARU (Call Shanghai) Tuesday, 20th April.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

AMAKUSA MARU—Sunday, 14th March.

TAKAO via SWATOW and AMOY.

BOSU MARU—Saturday, 13th March.

JAPAN PORTS—Moji, Kobe, Yokkaichi, Yokohama.

For sailing dates and further particulars please apply to—

T. YASUDA, Manager, No. 1, Queen's Building.

Tel. No. 744 and 745.

For MELBOURNE via SYDNEY, QUEENSLAND PORTS (Including PORT DARWIN), SANDAKAN & MANILA.

EXCELLENT PASSENGER SERVICE

S. S. "HWAH-PING"

Sailing on about 15th March.

For Passage and Freight apply to—

THE CHINA & AUSTRALIA S. S. CO.

Agents.

113, Connaught Road, Central.

SHIPPING

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FOR STEAMERS TO SAIL
SHANGHAI Mar. 12, 12 p.m.
WEIHAIWEI & TIENTSIN Mar. 12, at 3 p.m.
SWATOW & BANGKOK Mar. 12, at 4 p.m.
AMOI, SHANGHAI & PUHOU Mar. 12, at 4 p.m.
SHANGHAI Mar. 12, Noon.

SHANGHAI LINE—PASSENGERS, MAIL and CARGO. Excellent Saloon accommodation. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly) and Tientsin (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow. For Freight or Passage apply to—

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 35.



Operating the following U.S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe)

"ELEKTON" About March 17th.
"ELDRIDGE" About April 2nd.
"CITY OF SPOKANE" About April 25th.
"IGNITION" About May 25th.
"CROSSKEYS" About June 2nd.

For PORTLAND Direct.

"ABERROO" About March 12th.
"PAVLETT" About March 25th.
"COAXET" About April 17th.
"WABAN" About May 15th.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO:

THE ADMIRAL LINE.

Telephones 2477 & 2478. Fifth Floor, Hotel Mansions.

FOR NEW YORK & BOSTON.

THE U. S. SHIPPING BOARD.

S.S. "WINJAH"

About APRIL 10th.

Via PANAMA.

S.S. "WEST WIND"

About APRIL 17th.

Via PANAMA.

S.S. "DRYDEN"

About APRIL 17th.

Via PANAMA.

For freight, space and particulars apply to—

THE ADMIRAL LINE.

Telephones 2477 & 2478.

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LOS ANGELES PACIFIC NAVIGATION COMPANY.

DIRECT

THROUGH SERVICE TO ALL OVERLAND POINTS

VIA

PORT OF LOS ANGELES, CALIFORNIA, U.S.A.

Operating the following FAR EASTERN SERVICE for the account of the United States Shipping Board.

S.S. "WEST MONTOP" loading about March 16th.

S.S. "WEST HIRA" loading about April 15th.

Through rates quoted and through Bills of Lading issued to all overland points in the United States.

OFFICES:—SINGAPORE, MANILA, SHANGHAI, KOBE.

HONGKONG OFFICE—3rd Floor, Prince's Buildings.

Chater Road, Telephone No. 1062.

CHAS. E. RICHARDSON, General Agent for South China.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

SHANGHAI, INLAND SEA, JAPAN and HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers Tons Leave Hongkong.

SHINYO MARU 22,000 1st April.

SIBERIA MARU 20,000 1st April (from Yokohama).

*PERSEA MARU 9,000 19th April.

KOREA MARU 20,000 3rd May.

TENYO MARU 22,000 24th May.

*From Kobe. *Omitting call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU,

SAN FRANCISCO, SAN PEDRO, SANTIAGO, BALBOA,

CALLAO, ARIUA and IQUIQUE.

Thence by Trans-Andean Route to Buenos Aires.

Steamers Tons Leave Hongkong.

AYVO MARU 18,000 March 12th.

SUYO MARU 14,000 May 11th.

KIYO MARU 17,000 July 12th.

Tickets are interchangeable with the Canadian Pacific Ocean Service, Ltd. and the Pacific Mail Steamship Co.

Passengers may travel by rail between ports of call in Japan free of charge.

FREIGHT SERVICE

Direct Freight Service to (U.S.A. and NEW ORLEANS, via San Francisco, Balboa and the Panama Canal.

Steamers Tons Leave Hongkong.

*COTO MARU 2,000 2nd May.

For all information as to rates, freight space, sailings, etc. apply to—

T. DAIGO, MANAGER, King's Building.

Telephones 2374 and 2375.

SHIPPING

C. P. O. S.

SAILINGS

HONGKONG to VANCOUVER

(via Shanghai, Nagasaki (Moji) Kobe & Yokohama)

STEAMERS FROM HONGKONG DUE

Empress of Japan Mar. 29 April 19

Empress of Asia April 8 April 28

Monteagle April 15 May 10

Empress of Russia May 6 May 24

Empress of Japan May 24 June 16

Empress of Asia June 3 June 21

Monteagle June 4 June 28

Empress of Russia July 1 July 19

Empress of Japan July 20 Aug. 10

Empress of Asia July 29 Aug. 18

Monteagle Aug. 5 Aug. 23

Empress of Russia Aug. 26 Sept. 13

Empress of Japan Sept. 14 Oct. 5

Empress of Asia Sept. 23 Oct. 11

Passage fares Hongkong to United Kingdom.

Empress of Japan Gold 4,000 Tons Reg. Gold

Empress of Asia \$463.00 MONTAGLE \$463.00

183.0 Tons Reg. 6,183 Tons Reg.

Fares & sailings subject to change without notice.

For Fares and other information please apply to—

HONGKONG OFFICE. Cable Address: CACAPAC.

Telephone 712.

CANADIAN PACIFIC OCEAN SERVICES

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

"NANKING" (15,000 tons). "NILE" (11,000 tons). "CHINA" (10,900 tons).

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

via SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" March 25th, 1920. "NILE" May 15th, 1920. "CHINA" March 20th, 1920.

AN UNPARALLELED HIGH CLASS PASSENGER SERVICE.

O. E. RITTER, Freight and Passenger Agent.

Prince's Buildings, Lee House Street. Tel. 1254.

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HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good Accommodation for First Class Passengers, Electric Light and Fans in Saloons and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOCHOW

AND RETURN.

(Occupying 9 to 10 Days)

DEPARTS LEAVES.

HAIKONG Capt. W. G. Passmore TUESDAY, 16th March at 1 p.m.

HAIKONG Capt. A. H. Stewart FRIDAY, 19th March at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT and PASSAGE apply to—

General Manager.

DOUGLAS LAPRAIK & Co.

AMERICAN & ORIENTAL LINE.

FOR BOSTON & NEW YORK.

S.S. "LUCERIO" via Suez. April 20.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.

MANAGING AGENTS.

"ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE

REQUESTED TO APPROACH THE UNDERSIGNED.

For STEAMERS SAIL.

LONDON AND ANTWERP—"CITY OF NORWICH" 27th April.

LONDON "ELZEBE" 25th May.

Subject to change without notice.

Or to BESS & Co., Canton.

THE BANK LINE, LTD.

General Agents.

NEW YORK DIRECT.

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LD. & CHINA MUTUAL S.S. CO., LD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LD.)

SAILINGS FROM HONGKONG.

"CHARLTON HALL" via Panama 31st March.

"JASON" via Suez 10th April.

Calls at Havanna.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD., HONGKONG.

HONGKONG & CANTON REISS & CO. CANTON.

THE MILITARY KNIGHTS OF WINDSOR.

Just before Christmas a good deal of amusement was caused in the House of Commons when for consideration the Bill came up varying the conditions of the Military Knights of Windsor. It need hardly be said that the subject itself was in no way ridiculous. But members, probably feeling like schoolboys at the near approach of the holidays, were in jocular mood, and the fact that the will of King Henry VIII. was mentioned, and that there was a call for Sir Tudor Walters, one of the Ministers concerned with the Housing Bill, when it was pointed out that the general object of the trust was to build houses for the Knights, gave them the chance of being facetious, and of this it must be recorded, many took advantage. In the meantime, although, as has just been noticed, reference was made to the will of that sovereign whom the schoolboy described as "the greatest widower that ever lived," the foundation of the Charity itself really dates from the 23rd year of the reign of King Edward III. That Warrior-Monarch, whose valour added so greatly to the lustre of the British arms, sympathised with his poorer brethren, and desiring to provide sustenance for some of them in their declining years, instituted the Order at about the same time as that of the Garter, to which it was affiliated. The number of Knights was at first twenty-four, and from the first they were associated with, and placed under the spiritual guidance of, the Dean and Canons of St. George's Chapel at Windsor. It is worthy of note that their pay was fixed on a scale "to enable them to live so genteelly as became a military condition." It is impossible in this brief note to follow the fortunes of the Order in detail, but it may be observed that from the time of the Commonwealth to that of King George II., the Alms Knights, or Poor Knights, as they were then called, had greatly deteriorated. However, in the next reign the Corps underwent a very material change and amendment. It was William IV. who changed their designation from "Poor Knights" to the present one. Until now, for some considerable period, there had been, thirteen Knights on the Royal Foundation and five on the Lower Foundation. The principal effect of the changes discussed the other day in Parliament will be that, as vacancies occur on the latter foundation, they will not be filled up. "When all the five Lower Foundation Knights have been absorbed, the income of the Lower Foundation will be added to the emoluments of the thirteen Knights, and thus a welcome and appreciable improvement will be made in the pay of these gallant officers, who have fallen upon evil days. It is to be trusted that the income may then really constitute a provision for life for a poor Veteran Knight, impotent of himself or inclining to poverty."

THE LITTLE ONE'S COLD And How To Treat It.

If your little one has a cold do not neglect it, for neglected colds lead to bronchitis, pneumonia and dangerous illness.

When the first symptoms of a cold are noticed give the child a warm bath and dry carefully. Reduce the quantity of food a little and give Baby's Own Tablets to move the bowels. Give the nose inside and out with pure vaseline.

Mrs. James R. McDearmid, of Martintown, Ontario, Canada, says:—"I find Baby's Own Tablets the best medicine for baby I have ever used. They break up colds, cure sour stomachs and the other little ills with which babies are troubled. They have made my baby bright, strong and healthy, and I would not be without them."

Baby's Own Tablets are guaranteed to be entirely free from narcotics and perfectly harmless. They are recommended in cases of simple fever, colds, constipation, indigestion, diarrhoea, teething troubles and worms. Sold by chemists, or post free at 8 cents the vial by Dr. Williams' Medicine Co., 98 Sechen Road, Shanghai.

P. & O. S. N. COY.

THE Steamship

will be despatched from Hongkong:

on or about

March 2nd.

Taking Cargo through to

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and ANTWERP

For freight apply to—

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Telephone 9.

A LIFE SAVER.

It is said to say that a twin-brother's Colic and Diarrhoea remedy has saved the lives of more people, and relieved more suffering than any other remedy in existence.

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INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA—
INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED

SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"DUNERA"	5,400	16th Mar.	Singapore, Colombo & Bombay.
"BANCA"	8,000	23rd Mar.	MASSILLON LONDON & A. W. P.
"KEIVA"	9,000	4th April	MASSILLON & LONDON via C. P.

BRITISH INDIA-APCAR SAILINGS (South)

"TAKADA"	7,000	17th Mar.	Straits, Rangoon and
"ARRATOON APCAR"	4,600	18th Mar.	Calcutta.

E. STERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,500	28th April	Sundakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney & Melbourne.
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SAILINGS TO SHANGHAI & JAPAN

"KEIVA"	9,000	16th Mar.	Shanghai and Kobe.
"MADRAS"	7,000	17th Mar.	Shanghai and Kobe.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

*Cargo Only.
Tickets Interchangeable.
1st Saloon Passengers may travel by B.I.S.N. Company's steamers between
Singapore and Calcutta or Singapore and Madras in lieu of the section of
their P. & O. Tickets Singapore to Colombo.
All Cabins are fitted with Electric Fans free of charge.
Steamers and sailing dates are liable to be cancelled or altered without notice.
Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the
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NOTICE TO CONSIGNEES

Consignees are reminded of the necessity to apply to the Company's Agents
regarding arrival of consignments expected of which they have received documents
or advice.

Any damaged packages must be left in the Godowns for examination by the
Consignees and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m.
on MONDAYS and THURSDAYS. All claims must be presented within ten days
of the steamer's arrival here, after which date they cannot be recognised. No
claims will be admitted after the goods have left the Godowns.

For Further Information: Passage Fares, Freight, Handbooks, etc., apply to
MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central, HONGKONG. Agents.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Shanghai & Japan ports.
Cargo to Overland Points U.S. in connection with Great Northern, Northern
Pacific, and Chicago, Milwaukee & St. Paul Railways.

FUSHIMI MARU ... Wednesday, 17th Mar. at 11 a.m.
*TAKADA MARU (Cargo only) ... Sunday, 21st Mar.
KATORI MARU ... Tuesday, 13th April, at 11 a.m.
SUYA MARU ... Sunday, 2nd May, at 11 a.m.
*Calling Manila.

LONDON & ANTWERP via Singapore, Malacca, Penang,
Colombo, Suez, Port Said & Marseilles.
SHIDZUOKA MARU ... Thursday, 18th March, at Noon.
RAGA MARU ... Friday, 2nd April, at Noon.

HAMBURG, LONDON & ANTWERP via Singapore,
Colombo, Suez and Port Said.
DAKAR MARU ... End of April.
TSUYAMA MARU ... End of April.

LIVERPOOL & MARSEILLES via Singapore, Colombo,
Suez and Port Said.
CAUCUTTA MARU ... Wednesday, 17th March.

TOBA MARU ... Beginning of April.
MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.

TANGO MARU ... Sunday, 28th Mar. at 11 a.m.
NIKKO MARU ... Wednesday, 21st April, at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Murnora,
San Francisco, Panama & Colon.
TOTTORI MARU ... Saturday, 13th March.

GENOA MARU ... Beginning of April.
SOUTH AMERICAN PORTS via Cape.

TOBA MARU ... End of March.
BOMBAY & COLOMBO via Singapore.

BEIKYO MARU ... Wednesday, 17th March.
SHINZU MARU ... Sunday, 21st March.

CAUCUTTA & RANGOON via Singapore & Penang.
HAKODATE MARU ... Tuesday, 23rd March.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.
NIKKO MARU ... Tuesday, 23rd March, at 11 a.m.

AKI MARU ... Saturday, 17th April, at 11 a.m.
SHANGHAI, KOBE & YOKOHAMA.

HEIMEI MARU ... Sunday, 14th March.
NAGANO MARU ... Tuesday, 16th March.
TAMBA MARU ... Thursday, 25th March, at 11 a.m.

For further information apply to—

NIPPON YUSEN KAISHA.

S. YASUDA, Manager.

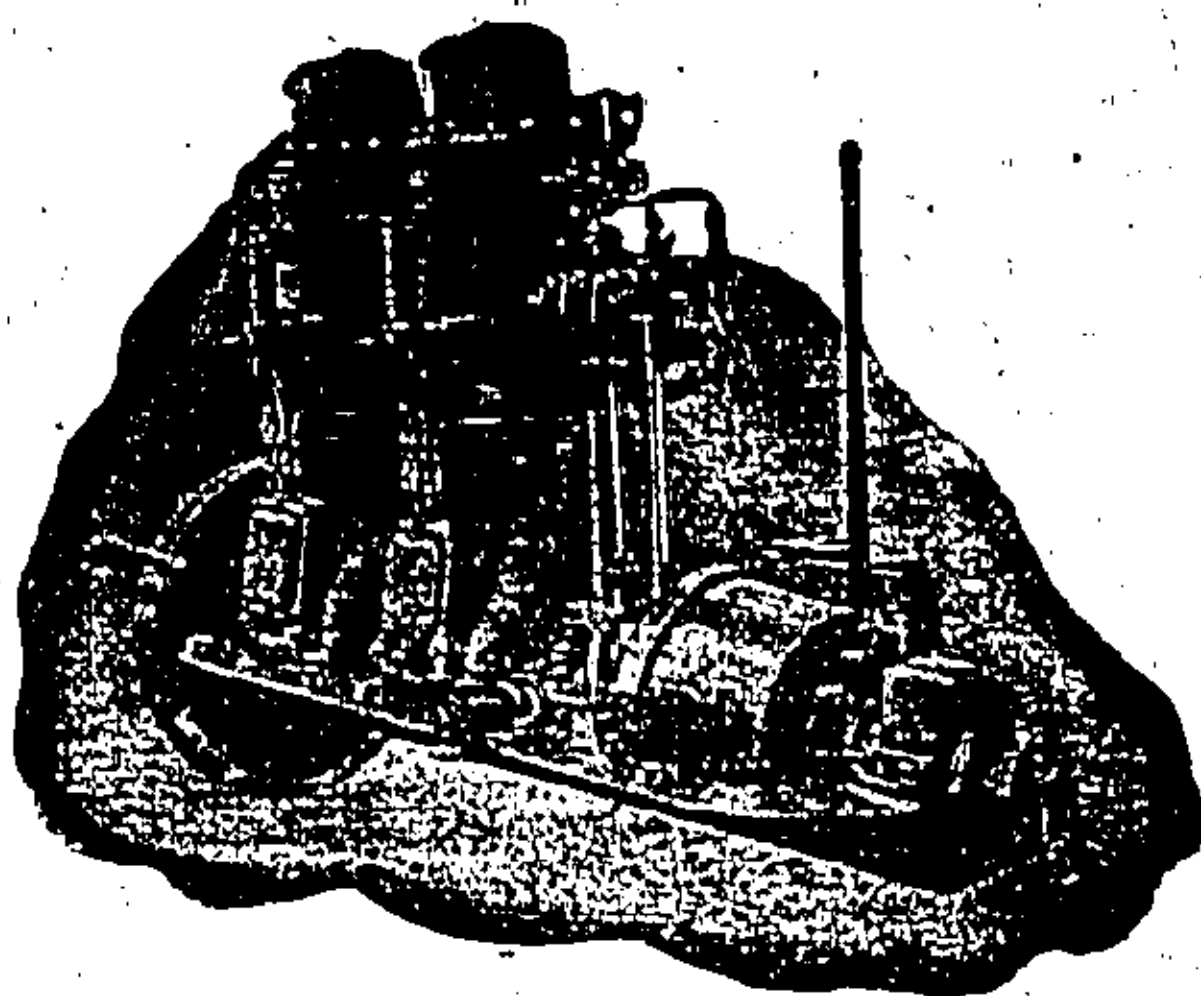
Telephone Nos. 302 & 293

VESSELS ADVERTISED AS LOADING

DESTINATION.	VESSEL'S NAME	FOR FURTHER ADVICE TO	TO BE DESPATCHED
San Francisco via Shanghai & Japan, &c.	Siberia Maru	Togo Kisen Kaisha	On 1st April.
San Francisco via Shanghai, Japan &c.	Shinyo Maru	Togo Kisen Kaisha	On 1st April.
San Francisco via Shanghai, Japan &c.	Colombia	Pacific Mail S.S. Co.	On 8th Mar.
San Francisco via Shanghai, Japan &c.	Nanking	China Mail S.S. Co., Ltd.	On 8th April.
San Francisco via Shanghai, Japan &c.	China	China Mail S.S. Co., Ltd.	On 20th March.
Seattle, Tacoma, Victoria & Vancouver.	Elkton	The Admiral Line	About 17th March.
Victoria, Vancouver, Seattle & Tacoma.	Arakusa Maru	Osaka Shosen Kaisha	On 8th April.
Victoria B.C. & Seattle via Strait, &c.	Fushimi Maru	Nippon Yusen Kaisha	On 17th Mar. at 11 a.m.
Vancouver via Shanghai, Japan &c.	Montague	Canadian O.S. Co.	On 18th April.
Vancouver via Shanghai, Japan &c.	Empress of Japan	Canadian O.S. Co.	On 29th March.
New York via Suez.	Lucerne	Butterfield & Swire/The Bank Line, Ltd.	About 13th March.
Australian Ports via Manila.	Tango Maru	Nippon Yusen Kaisha	On 24th Mar. at 11 a.m.
Australian Ports via Japan.	Anjo Maru	Togo Kisen Kaisha	On 13th Mar.
New York via Panama.	Lucerne	Butterfield & Swire/The Bank Line, Ltd.	On 20th April.
Portland.	Aberdeen	The Admiral Line	About 13th March.
New York via Panama.	Munster Castle	Dodwell & Co., Ltd.	About 13th March.
Nagasaki, Kobe & Yokohama.	Nikko Maru	P. & O. S.S. & A.L.	On 24th Mar. at 11 a.m.
Shanghai.	Khiva	P. & O. S.S. & A.L.	On 18th March.
Shanghai.	Kwelin	Butterfield & Swire	On 18th Mar. at 11 a.m.
Shanghai.	Chengtu	Butterfield & Swire	On 23rd March.
Calcutta via Straits & Rangoon.	Hakodate Maru	Nippon Yusen Kaisha	On 18th Mar. h.
Singapore, Penang & Belawan-Doli.	Van Waerwijck	Java-China-Japan Lijn	On 30th Mar. h.
Keelung via Swatow & Amoy.	Amakusa Maru	Osaka Shosen Kaisha	On 1st April.
Saigon, Bangkok & Singapore.	Unnan Maru	Osaka Shosen Kaisha	On 1st April.
Swatow, Amoy & Foochow.	Hakong	Douglas LaPratt & Co.	On 15th Mar. at 1 p.m.
London & Rotterdam.	Saigon Maru	Osaka Shosen Kaisha	On 15th Mar. h.
Bombay & Colombo.	Andus Maru	Osaka Shosen Kaisha	On 15th Mar. h.
London via Spore, Pang & Cbo &c.	Shidzuoka Maru	Nippon Yusen Kaisha	On 15th Mar. at Noon.
Madras, Deogaon Bay, Durban.	Tacoma Maru	Osaka Shosen Kaisha	On 15th March.
Singapore, Penang, Colombo & Port Said.	Ducera	P. & O. S.S. & A.L.	On 15th March.
Takao via Swatow and Amoy.	Sosho Maru	Osaka Shosen Kaisha	On 15th March.

BOLINDER CRUDE OIL ENGINES.

Unsurpassed in
Reliability and
Simplicity.



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Reliability and
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MARINE ENGINES
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ENGINES
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Large Stock of Spare Parts Carried.

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APCAR AND

EASTERN & AUSTRALIAN

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AND LONDON.

Through Bills of Lading issued for BATA-

VIA, PERSIAN GULF, GULF OF BEN-

TAL, AMERICAN AND SOUTH

AFRICAN PORTS.

The Homeward Mail Steamer Khiva

carrying His Majesty's Mail, will

be despatched from this port on or about

4th April, 1920 taking cargo for the

above ports. Passenger accommodation

in the connecting vessel, if available

secured before departure from Hongkong.

Silk and Valuable Cargo for Italy,

France, and London (under arrangement)

will be conveyed in this steamer

proceeding via Bombay and there

transhipped to the on-carrying steamer

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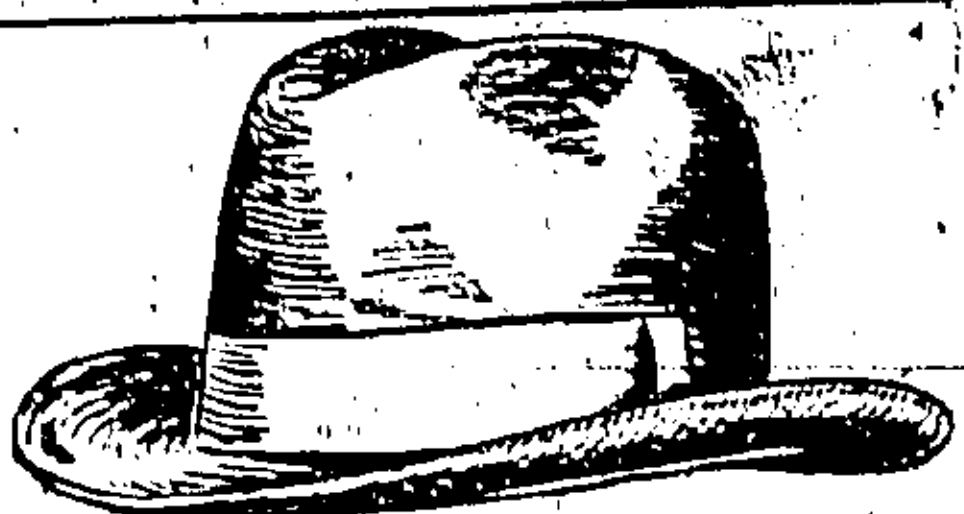
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WARSHIP BUILDING IN 1919

PROGRESS OF THE PRINCIPAL NAVIES SINCE THE ARMISTICE.

(BY H. C. FERRABY.)

We are on the verge of a period in warship construction that appears likely to be as near stagnation as has been known for a hundred years past. The "crescendo" of effort 1900 to 1914 and the subsequent "molting" of 1914-1918 must, by the law of averages, have a compensating period of slackness. It seems probable that the next few years of a year's warship building will easily be dismissed in a paragraph or two. During 1919, however, there was a certain amount of activity, particularly in the completion of ships ordered at the time of the armistice, and in the United States progress has also been made with previously authorised programmes. There is a certain historic as well as a practical interest in the work that has been done in the shipyards on fighting ships since Nov. 11, 1918, and I have endeavoured to compile, with the assistance of official sources as far as possible, a complete survey of the activities of the past thirteen months.

GREAT BRITAIN.

The First Lord of the Admiralty recently made public a statistical abstract of the vessels completed for the British Navy since the Armistice was signed. The table showed the following figures for the principal types of fighting ship—

Light Cruisers.....	8
Flotilla Leaders.....	4
Destroyers.....	41
Submarines.....	20

There remained to be completed the following:

Battle Cruiser.....	1
Light Cruisers.....	9
Flotilla Leaders.....	3
Destroyers.....	19
Submarines.....	20
Aircraft Carriers.....	2

The light cruisers completed fall under three classes—the "Hawkins," the "Cairo," "Calcutta," "Carlisle," "Colombo," the "Delhi," "Dauntless," and "Dunedin."

Those of the type remaining to be completed are of four classes—the "Effingham," "Frobisher," and "Raleigh," the "Cape Town," the "Despatch," "Diomedea," and "Durban," the "Emerald" and "Enterprise."

The battle cruiser to be completed is the "Hood," about which so much is already known that it need only be added that she was due to start on her trials on January 9th.

The "Hawkins" was built at Chatham Dockyard, and although laid down in June, 1916, was not commissioned until July 24th, 1919. The other three ships of her type have been even more delayed. The "Raleigh," laid down at Beardmore's yard on the Clyde in October, 1916, was only launched on August 29th, 1919, while the "Effingham," laid down at Portsmouth in April, 1917, and the "Frobisher," laid down at Devonport in August, 1916, are still on the stocks. All four were believed to be abandoned at one time, but it appears to be the intention of the Admiralty now to put them into service.

Only one of the "C" class light cruisers, the "Cape Town," now remains to be completed, the rest of the type having gone into service during the past year. She was laid down at Birkenhead in February, 1918, launched on June 28th 1919, and will probably be completed at Portsmouth. Two "D" type light cruisers were to the Baltic on active service as soon as they were finished. The three that have yet to be completed are to be towed from the contractors' to the Royal yards. Details may be tabulated thus:

Laid down	Launched	Completed at
Despatch, Birkenhead, July, 1918	Sept. 24, 1919	Chatham
Effingham, Portsmouth, June, 1917	Aug. 29, 1919	Portsmouth
Frobisher, Portsmouth, June, 1917	Aug. 29, 1919	Portsmouth
Raleigh, Portsmouth, April, 1917	Aug. 29, 1919	Portsmouth

The "Enterprise" was launched on December 23rd, 1919.

The flotilla leaders completed during the year are the "Campbell," "Mackay," "Stuart," and "Wallace." Those remaining to be delivered are the "Malcolm," which was launched on May 29th 1918, and the "Kempel" and "Rooke," which are not yet in the water.

The First Lord's statement gave 41 destroyers completed since the Armistice was signed. He does not, however, give the number launched in the same period. My calculation is that 26 have been put into the water, and many of them have also been commissioned. Mr. Long's figure of 16 still to be completed is not borne out by the detailed Navy Estimates, where only 12 are shown as unfinished, and one or two of these have run their trials in the last few days.

The programme of submarines built and still to be completed offers only two features of any particular interest. These are the M class, of which M2 and M3 have yet to be finished. The Admiralty is entirely silent on the subject of the design. The displacement and speed are official secrets, and even the fact that M1 mounts a 12-inch gun in a special turret is not admitted. K36 is another boat about which there is silence. She is building at Vickers', but beyond that, absolutely nothing is admitted about her. There are seven boats of the L class still building, which are interesting in that they mount two 4-inch guns each, instead of a single piece, which has sufficed for all our previous submarines. The alteration involved an increase of 70 tons in the displacement.

So much interest attaches to the future of floating aerodromes that the aircraft carriers Eagle and Hermes can hardly be classed as auxiliaries, more particularly in view of the nature of the armament given to the latter. Both vessels have been advanced towards completion during the year, and the following details about them are interesting:

Eagle—Length, 625 feet; displacement, 26,000 tons; horse power, 55,000; speed, 24 knots.

Hermes—Length, 548 feet; displacement, 10,400 tons; horse power, 40,000; speed, 25 knots; armament, ten 6-inch and four 4-inch A.A.

The Eagle was launched in June, 1918, at Elswick, but it is stated that she will be towed to Portsmouth for completion. The Hermes, which is also an Armstrong boat, was launched on September 11th, 1919, and will be towed to Devonport for completion.

UNITED STATES.

America is steadily pushing on with her authorised programmes. There is no sign of any intention to curtail the work in hand, or to delay (except for technical reasons) the work projected.

During 1918 there was completed for the United States Navy the battleship, Idaho, one of the turbine-driven vessels of the New Mexico type. She was laid down in January, 1915, and took four years and two months to deliver.

Definite figures of the completion of small craft are difficult to come by; but, in consequence of the vast war-time programme which was still under way when the Armistice was signed, deliveries have been abnormal. Approximately 95 new destroyers and 40 new submarines have been added to the United States Navy since November, 1918.

There are six more battleships building: The "Tennessee" (launched April, 1919) and "California" (laid down October, 1916); the "Maryland" (laid down April, 1917), "Colorado" (laid down May 29, 1919), "Washington" (laid down June 30, 1919), and "West Virginia" (laid down 1919). The first two are 33,000-ton ships, mounting twelve 14-inch guns each. The other four are 35,500-ton ships, carrying eight 16-inch guns each. Three new light cruisers, which as yet have no names, have laid down in the period under review. They are understood to be 7,000-ton vessels, with a designed speed of 35 knots, and armed with eight 6-inch guns. They appear to be the equivalent of our "Enterprise" class. There are, further, about 70 destroyers and some 25 submarines still to be delivered under the war programme.

Nor does that complete the tale of the American Navy's projects. There are still to be laid down six new battleships of the Massachusetts class, authorised in 1917, while the much-delayed battle-cruisers of the Constellation class have not yet been officially abandoned. They were authorised in batches between 1916 and 1918, but none of them have been begun, the design having undergone at least three official revisions, and in the autumn of last year it was

THE INCREASE IN RAILWAY RATES.

Though we may all regret that an increase in rates has become inevitable, the sooner we recognise that railway transport is affected by changes of life in just the same way as all other commodities we purchase, the better it will be for us. In recent years we have had an all round increase in wages. Starting with raw materials, other conditions remaining the same, the added cost of the miner's wage is passed on to the buyer of the coal or ore. This in turn, together with the rise in wages of the steel worker, is passed to the manufacturer. The finished product has to carry the cumulative effect not only of the higher labour charge of its own industry, but of all the preliminary industries which are accessory to it. It is necessary for each to show some profit under the new conditions, or the industry will not survive. It is the same with transport as it is with razors or any other necessary of life. The railway companies exist to sell transport and for that purpose only. In any ordinary industry there is no question, except under emergency conditions or excess of interfering in this country, with the selling price of any home-produced commodity. In the case of semi-public services we have come to acknowledge the Government's right to interfere, within limits, but inasmuch as the railways have been built up by private enterprise under certain well-defined conditions, which were formerly regarded as permanent, it is recognised that changes in these ordered by the Government require some *quid pro quo*.

During the recent years the latter has taken the form of the subsidy system, which, however, is not a satisfactory expedient. A subsidy helps the railways out of their difficulty at the general expense of the taxpayers. It is not only the railways, but the traders who are subsidised, the latter, through them the buyer, benefit by cheap rates at the expense of the taxpayer.

Such being the facts, the present revision of rates need cause no great alarm for the moment, though it will doubtless cause some outcry among the trading community. Its effect will merely be to shift the burden of the present subsidy from the shoulders of the taxpayer very largely on to the consumer, for it is not to be expected that, where possible, the trader will not fail to pass on the extra charge. In this way the actual consumer will shoulder the addition, a result not altogether undesirable as the incidence will be more widespread, and will result even in a contribution from the favoured class of wage earners.—*Engineering*.

still unsettled. Four more light cruisers of the 7,600-ton class have been contracted for; but as far as my information goes, had not been laid down at the end of 1919; while there are projected destroyer and submarine programmes of 12 and 10 respectively, contracts for which have not yet been placed.

JAPAN.

The programme of Japan, though less ambitious than that of United States, has been pushed on with equal steadiness. The following vessels have been launched since the Armistice, or will be launched very shortly:

Battleships: "Nagato," "Tama,"

Light Cruisers: "Kuma" and "Yakaze,"

First Class Destroyers: "Sawakaze," "Mikakaze," "Okikaze," and "Yakaze,"

Second Class Destroyers: "Momi," "Kaya," "Nashi," "Take," and "Kaki,"

Ships laid down since the Armistice, or to be laid down shortly, are:

Battleships: "Tosa" and "Kaka,"

Battle Cruisers: "Akagi" and "Amagi,"

Light Cruisers: "Kitakami," "Kiso," and "Ohi,"

First Class Destroyers: "Shikakaze," "Akikaze," "Yukaze," "Hokaze," "Tachikaze," "Shimakaze," "Nadakaze," and "Hakaze,"

Second Class Destroyer: "Nire,"

"Kuri," "Kikuri," "Aoi," "Hagi," "Susuki" and "Fuji."

FRANCE.

Little or no work has been done in the French yards since the war ended. One gunboat has been completed. There are still under construction some thirty sloops, five gunboats, and seven submarines; and, as far as can be foreseen, the only new ships to be put in hand in the approaching months are six light cruisers of the Lamotte-Picquet type and six destroyers.

ITALY.

Four destroyers and two scouts, with three of the queer "mobile batteries," carrying a 15-inch gun each, have been completed for the Italian Navy. It is stated that work is now proceeding on the battle-cruiser Caracciolo, which was laid down in October, 1914. When I was last in the Ansaldo Yard, in Genoa, in the autumn of 1918, the hull of the Cristoforo Colombo was still on the stocks, but there is little likelihood that this battle-cruiser will be built. Some more scouts are likely to be proceeded with during this year, but otherwise Italy's naval shipbuilding is so stagnant as that of France.—*Hamshire Telegraph & Post*.

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

FROM CAIRO TO THE CAPE.

London, March 8th. The Air Ministry announces that the Silver Queen has reached Bulawayo.

The Silver Queen crashed to the ground. The pilots, van Ryneveld and Brand, were slightly injured.

London, March 8th. The South African High Commissioner states that there is a possibility of van Ryneveld continuing his flight to the Cape in another machine from the Union.

PORTUGUESE CABINET RESIGNS.

Madrid, March 8th. According to the latest reports from Portugal the Cabinet has resigned owing to the Chamber's opposition to the proposed dismissal of the strikers.

The Democratic leader, Maria Silva, thereupon, formed a Cabinet which granted the demands, thus terminating the strike.

A message from Vigo says that the demands of the Portuguese railway strikers have been granted and railway traffic has been restored and postal services resumed.

CRISIS IN TURKEY.

London, March 8th.

The Daily Telegraph states that in view of the grave situation the Government has decided to order British military and naval forces to occupy Constantinople.

The French and the Italian Governments are invited to participate, and it is anticipated that they will agree to co-operate.

It is stated that ample forces are available for the occupation.

London, March 8th. It is officially stated that there will, probably, be no need to send troops from England to Constantinople, but there is an ample force available of troops stationed nearer Turkish territory.

The note from the Allies dispatched to the Turkish Government to-day, the terms of which have not been disclosed, is said to be drastic, and it is stated that it will be followed by drastic action, should the necessity arise.

Calcutta, March 8th. The Khilafat Conference has passed a resolution in favour of final messages to the Emperor and the King-Emperor stating that they will sever their connection with the British Government if Mohammedan feeling with reference to Turkey is not respected.

A further resolution urged a Mohammedan boycott of British piece-goods.

THE STRIKE IN JAPAN.

Tokyo, March 8.

Work has been partially resumed at Yawata.

The workmen at the Japanese Government steel works at Yawata have been on strike for over a month. They came out originally, we believe, on a demand for higher wages; but later formulated several other demands, among them being that in future the foremen of all workshops shall be selected from among the workers only, that bonuses to the workers be given twice each year instead of once a year, that on the three big national holidays and other special holidays wages be paid, and that the workers must not be examined by guards at the entrance to the gates of the Foundry. Another factor in the dispute concerns advances made at low rates of interest to the town of Yawata from the deposits and relief funds of the Foundry operatives, without consulting them.—*Ed.*

CENTENARIES OF 1920.

The two most noteworthy centenaries of this year are those of the birth of William T. Sherman on February 8, 1820, and the death of Daniel Boone on September 26, 1820. Of all the persons whose names grace the panels of the Hall of Fame for Great Americans, these are the only ones whose birth or death occurred in 1820. Sherman is one of five full generals of whom the United States is proud to boast. The deeds of Boone, who emigrated to Missouri, then a Spanish possession, are known to ever schoolboy.

On February 15, 1820, Susan B. Anthony was born. The work begun by her will be consummated in the Nineteenth Amendment to the Constitution. On March 22, 1820, Stephen Decatur was killed in a duel with James Barron. Only a few years before he had forced the Dey of Algiers to renounce tribute from the United States.

In England, on April 27, 1820, was born the synthetic philosopher, Herbert Spencer. At Florence, in May, 1820, was born the famous nurse, Florence Nightingale. In Ireland, on August 21, 1820, occurred the birth of the distinguished physicist, John Tyndall. In Sweden, on October 6, 1820, Jenny Lind, the famous singer, first saw the light.

Memorable events, one, two, and three centuries ago from this year are the landing of the Pilgrims from the Mayflower in 1620; the South Sea Bubble, which collapsed in 1720, causing distress throughout England; and the Missouri Compromise of 1820.

WALLA WALLA posts are now and last. Car then at Black Flat.

GENERAL PERSHING'S NAME.

INTERESTING PHILOLOGICAL RESEARCH.

New York, January 28.—General Pershing is a "Peach" in the philological exploration of a good American name, according to a writer in the "New York Sun" who says:

The name is of French origin, and is found in the Provinces of Alsace and Lorraine, which have been in French and then in German territory according to the fortunes, or misfortunes, of war. The people of these districts are French in language and customs.

Families named Pershing arrived in Eastern Pennsylvania from 1710 to 1752 having been French Huguenots who left Alsace and Lorraine upon the revocation of the edict of Nantes. Some settled later in Western Pennsylvania, including ancestors of General Pershing.

In 1875 the Democratic candidate for Governor in Pennsylvania against General John F. Hartranft on the Republican ticket, the latter having been a candidate then for a second term, and being re-elected, was Cyrus L. Pershing, President Judge of the Court of Common Pleas of Schuylkill County. He was born near Pittsburgh.

At the time of Judge Pershing's nomination in the Democratic State convention held in Erie, Pa., the result was shown on bulletin boards in this city. Some Democratic politicians, accustomed to the "Pennsylvania Dutch" language—a mongrel tongue with English words—announced:

"Now hen mir pierschen!"

They meant thereby: "Now we have peaches!"

"PEACH" OF A COMMANDER.

In German a peach is *pfirsche* (pronounced with *f* silent) the plural being *as* if written *Perschen* or *Pershing*. According to this, General Pershing is surely a "peach" of a commander.

The French for peach (*peche*) is very much like the first syllable of the General's name in pronunciation. It is from the Latin *persicum*—a Persian apple, being attributed to Persia.

IS LONDON ON THE DECLINE?

MR. BELLOC'S VISION OF DEPARTING GLORY.

Mr. Hilaire Belloc prophesied the future decline of London in a lecture to the Royal Society of Arts. "When the topographical reasons for a site disappear," he said, "the value of the site declines."

The forces at work to cause the decline of London Mr. Belloc summed up as follows:

London is no longer at the head of sea-borne traffic. Tilbury is. Tunnels are destroying the character of London as the lowest land crossing.

London is becoming a congested point, and everyone tries to avoid it in travelling.

The economic centre of gravity is shifting. The centre of production and of export in this island is now in the North.

"The great topographical causes, London's greatness," he added "have already passed."

Explaining the why and wherefore of London Bridge, Mr. Belloc said that the Thames, in its double character of a highway and an obstacle, had made London. All the great Roman roads used London Bridge for crossing from north to south. London Bridge was in its present position for four reasons—

It is at nearly the highest point where sea-going boats could tranship goods.

It is the spot where an outcrop of gravel on the northern bank is opposite only a small deposit of alluvial mud on the southern bank.

At Erith, Gravesend, and Tilbury the "hard" on one bank is opposite vast fields of alluvial mud on the other, and as the river is broader the difficulties in the way of bridge construction were greater.

The bluff of the City, though small, offered in early times a fine strategic position for defence.

London, alone of the European towns, has not suffered from war for nine centuries, and has never undergone a siege since the barbaric age.

DIVORCE AND REMARRIAGE.

THE BISHOP'S MOST DIFFICULT PROBLEM.

The Bishop of Rochester's refusal to grant a Bromley man permission to be married in church after he had divorced his wife for infidelity raises anew the whole question of the divergence between Church and State law on this question.

"The Bishop of London," an *Evening Standard* representative was told at Fulham Palace, "never has sanctioned, and never will be likely to sanction, the marriage of a divorced person."

person. Such marriages have taken place in the diocese, but not with his authority or consent.

"Scarcely a day passes but an application for his sanction is made by a divorced person. He is overwhelmed with problems of different kinds, but this is the most difficult of them all."

The Archbishop of Canterbury has laid it down that "it is essential for the well being of the nation that the marriage law should be grounded on a deliberate sense of what is reasonable and right. It is made a merely arbitrary law, which does not appeal to men's reason; its authority must be grievously impaired."

Unfortunately, as the *Evening Standard* representative was informed at Lambeth Palace, "what is reasonable and right" in this matter of divorce and remarriage is so obscure that some Bishops hold far less stringent views than others.

But on the question of the divergence of State and Church, the Primate speaks with no uncertain voice. "It would surely," he says, "be intolerable to expect that a clergyman will be ready to adapt his conscientious and solemn ministrations to whatever changed conditions the Houses of Parliament, looking simply to the supposed expediency of the case, may at any time prescribe."

DAIRY FARM NEWS.

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KIPPERS
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SALT SIBERIAN SALMON
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COULOMMIER CHEESE
DEVONSHIRE CREAM

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

HONGKONG ROPE MANUFACTURING COMPANY, LIMITED.

The report for presentation at the thirty-sixth ordinary general meeting on March 18 says—

Annexed we have the pleasure to lay before shareholders a statement of accounts made up to December 31, 1919.

The balance of Credit of Profit and Loss Account after allowing for the Interim Dividend of \$60,000.00 paid in August last and including the Balance of \$50,570.43 brought forward from 1918, is \$141,540.70 which it is proposed to appropriate as follows:

To place to Reserve Fund.....\$10,000.00
To place to Investment Depreciation Account.....10,000.00
To pay a final Dividend of \$1 per share.....60,000.00
To pay a bonus to staff.....10,928.61
and to carry forward to the credit of next year's account.....50,511.89

Consulting Committee—Messrs. E. F. White and A. O. Lang resigned on leaving the Colony, and Messrs. G. W. Barton and J. W. C. Bonnar were invited to take their places on the Consulting Committee. In accordance with the Articles of Association Messrs. G. W. Barton, J. H. Wallace and J. W. C. Bonnar retire, but offer themselves re-election.

Auditors.—The accounts have been audited by Messrs. F. Maitland and H. Percy Smith who are eligible for re-appointment.

SHEWAN TOMES & Co., General Managers.

STATEMENT OF ACCOUNTS FOR THE YEAR ENDING DECEMBER 31, 1919.

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1919.

Consulting Committee's fees.....\$ 4,000.00
Auditors' fees.....700.00
Depreciation for 1919.....6,500.00
Balance, Profit for the year.....150,970.27

Dividends from Investments.....\$ 17,171.04
Interest.....6,441.41
Exchange.....37.78
Balance of Working Account.....138,520.04

\$ 162,170.27

BALANCE SHEET DECEMBER 31, 1919.

LIABILITIES.
Capital 60,000 shares at \$10 each fully paid up.....\$ 600,000.00
Reserve Fund.....50,000.00
Sundry Creditors.....23,025.67
Investment Depreciation a/c.....\$ 9,215.25
Since added.....20,000.00

Less Depreciation.....29,215.25
19,514.14 9,701.11

Profit and Loss Account.....50,570.43
Brought forward from 1918.....150,970.27
Profit for the year 1919.....201,540.70
Less Interim Dividend.....60,000.00 141,540.70

\$ 824,267.48

ASSETS.

Land (140,584 Square feet).....\$ 15,000.00
Less Depreciation.....1,000.00 \$14,000.00

Factory, Machinery, &c.....75,000.00
Less Depreciation.....5,500.00 69,500.00

Rope and Hemp in Factory, Valued at.....69,097.62
Stores, Oil, Fuel, Gunnies and Spare Gear, valued at.....19,474.52
Rope on consignment, valued at.....136,284.96
Unexpired premia on policies.....6,609.67
Sundry Debtors.....43,968.84

Investment as per last account.....204,159.87
Since added.....736.20

Less Depreciation.....204,896.08
Market value at 31st December, 1919 19,514.14 185,381.94

Cash:—
At Bank.....129,649.57
At Bank (fixed deposit).....150,000.00
At Factory.....50.00
In Hand.....250.29 279,949.86

ALCOHOL STILL KING.

King Alcohol has not been dethroned by prohibition. He has only moved his throne over into an adjoining building, and will reign over industry instead of the club and the cabaret. Instead of putting a stop to the use of alcohol, prohibition will eventually increase it about tenfold, according to facts brought out at a recent convention of chemists. It will all have to be made undrinkable by denaturing it in some of the forty ways now approved by the Government. As gasoline gets higher, alcohol will be more used as a motor fuel; for compounds of it are even now sold at a price but little higher than that of the familiar petroleum product. Alcohol yields more power to the gallon than gasoline, it is claimed; and it does not clog carburetors. Some of the present demand is for "solidified" alcohol, which is simply alcohol to which paraffin or some such substance has been added. Says a contributor to "The Paper and Pulp Magazine of Canada":

"King Alcohol was hailed as a new monarch of the realm of power in a symposium held at Rumford Hall, by the New York Section of the American Chemical Society. The five well-known chemists who addressed the Section told of more new sources of alcohol which could be tapped and indicated many new uses for it. The facts brought out are encouraging to the possible development of sulphite waste liquor recovery.

"Mr. B. R. Tunison said that probably ten times as much alcohol as was consumed before prohibition days would eventually be utilized by the American people, albeit, they have decided to dispense with it as a beverage. In a normal year the United States drank 169,000,000 gallons of alcohol and used approximately 100,000,000 gallons in the various arts.

"Among the sources which could be developed is the nipa palm which flourishes in the Philippines and other tropical countries and yields, said Mr. Tunison, about 15 per cent. of sugar which could be fermented. From that source alone 50,000,000 gallons a year could easily be produced. The Mexicans brew a fiery beer from the sotol plant, a variety of agave which exists in very large quantities in their country from which millions of gallons could be distilled. By changing the cellulose of sawdust and other wood waste into sugar and then fermenting that substance, plenty more alcohol can also be obtained. It is identical with that derived from grain and is quite different from the methyl or so-called wood alcohol of the 'Pink Elephant' brand, which is made by another process. Considerable alcohol can also be derived from the waste of gas works.

"In order to bring all these alcohols within the domain of the law, however, they have to be denatured or treated in such a way as to make them unfit for human consumption.

There are now about forty denaturing formulas which are approved by the Internal Revenue Bureau. When alcohol is used 'simple of itself' as honest Falstaff used to say of such, the Government puts on a tax of \$4.15 a gallon even if employed for industrial purposes.

"These undrinkable alcohols are used extensively as solvents in the various chemical industries and especially in the development of the rapidly growing dye industry. They serve as well in the manufacture of a perfectly transparent product can be manufactured.

"Mr. Tunison prophesied that as the petroleum supply decreases and the price of gasoline is therefore raised, alcohol will come into greater use as a motor fuel. Denatured ethyl alcohol, identical in composition with that distilled from grains, is now cheap in car load lots and there are compounds of it which are sold even now for only a few cents more a gallon retail than the price of gasoline. Mr. Tunison said that these new alcohol fuels yield more power to the gallon than does gasoline and do not clog carburetors.

EXCHANGE.

Hongkong, March 14, 1920.

On London—	4-11
Bank, Wire	4-11
On demand	4-11
30 days sight	4-11
4 months sight	4-11
Credit, 4 months sight	5-11
Documentary, 4 months sight	5-11
On Paris—	12-10
On demand	12-10
Credit, 4 months sight	12-10
On New York—	93 1/2
On demand	93 1/2
Credit, 30 days sight	93 1/2
On Bombay—	106
On demand	106
On Calcutta—	196
On demand	196
On Singapore—	211 1/2
On demand	211 1/2
On Manila—	175
On demand	175
On Shanghai—	nom.
On demand	nom.
30 days sight (private paper)	nom.
On Yokohama—	200
On demand	200
Gold Spec. 100-100 (per cent)	39
Sovereigns (Bank's buying rate)	83
Silver (per oz.)	69 1/2

NUMERARY COIN.

Hongkong 50 cents sub.	5 1/2 dis.
10 "	5 1/2
5 "	5 1/2
Chinese coins	1 1/2
Bar Silver in Hongkong	25 1/2 p.m.
Chinese Copper Cash	5 1/2 p.m.
Chinese Copper Cents	7 1/2 p.m.
Rate of Native Interest	1 1/2 p.m.
Chinese Sub. Coin	1 1/2 p.m.
Hongkong Sub. Coin	1 1/2 p.m.

RUB IT IN.

A good many people think rheumatism cannot be cured without taking dangerous medicine. Chamberlain's Pain Balm massaged thoroughly into the skin has cured far more rheumatism than any internal remedy in existence, and gives relief quicker. For sale by all Chemists and Dispensaries.

SHIPPING.

JAVA-PACIFIC LINE
OF THE
JAVA-CHINA-JAPAN LIJN

Next sailing for SAN FRANCISCO
S.S. "BONDOWSO"
On or about 11th of March.

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a daily qualified surgeon. Cargo taken on through Bills of Lading to all Overland Points to the United States of America and Canada. For Particulars of Freight and Passage apply to the

JAVA-CHINA-JAPAN LIJN,
GENERAL MANAGERS,
York Buildings.

THOS. COOK & SON.
Tourist, Steamship and Forwarding Agents, Bankers, etc.

OFFICIAL PASSENGER AGENTS TO
THE PHILIPPINE GOVERNMENT.

TICKETS SUPPLIED to ALL PARTS of the WORLD at Tariff Rates. LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED. BAGGAGE collected, forwarded and insured at lowest rates. Cook's "FAR EASTERN TRAVELLER'S GAZETTE" containing full particulars of the Far East to all parts of the World, will be forwarded free on application.

Telegraphic Address "COOKSON" THOS. COOK & SON,
Telephone No. 194. Hongkong Hotel Buildings, Hongkong.
Also HANGHAI, PEKING, YOKOHAMA, MANILA.
Office Overseas—LUDGATE CIRCUIS, LONDON, E.C.4.

THE KWONG HIP LUNG CO., LTD.

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON FOUNDERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two Slipways and can accommodate any craft of 300 feet long.

Town Office: 24, CORNHILL ROAD CENTRAL, Hongkong. Telephone No. 3429.
Shipyard: Shum-Sat-Po, Kowloon, Hongkong. Telephone No. 2.
Estimates furnished on application.
Hongkong, April 1, 1919.

BANKS ASIA BANKING CORPORATION

HONGKONG.

TAKE ADVANTAGE of the High Rates of Exchange and open an interest bearing Gold Dollar or Sterling Account. Withdrawals may be made from such accounts in Local Currency if desired.

Certificates of Deposit issued in Gold Dollars, Sterling and Local Currency.

Letters of Credit issued.

We issue American Bankers Association and Guaranty Trust Company of New York Travellers' Checks, payable throughout the World.

HEAD OFFICE:
NEW YORK.

Other Offices in the East:
SHANGHAI TIENTSIN MANILA
PEKING HANKOW CANTON
CHANGSHA

HONGKONG STOCK EXCHANGE.

HONGKONG, 12th MARCH, 1920.

OFFICIAL QUOTATIONS.

11 A.M.

STERLING EXCHANGE, 4/11 T.T.

Hongkong Bank, 97 1/2 b.

MAJOR INVESTMENTS.

Canton Ind. 1380 b.

North China Ind. 1180 b.

Union Ind. 1170 b.

Yangtze Ind. 1280 b.

Far Eastern Ind. 1210 b.

First Insurance.

China Fire Ind. 1120 b.

Hongkong Fire Ind. 1300 b.

Insurance.

Douglas Ind. 1080 b.

H.K. Steamship Ind. 1200 b.

Indo-China (Prod.) 1200 b.

Shanghai Ind. 1200 b.

Shell Ind. 1200 b.

Star Ind. 1200 b.

Insurance.

China Sugar Ind. 1200 b.

Malacca Sugar Ind. 1200 b.

Insurance.

Kailash Ind. 1200 b.

Langkat Ind. 1200 b.

Shanghai Ind. 1200 b.

Shai Explorations Ind. 1200 b.

Banking Ind. 1200 b.

Trench Ind. 1200 b.

Ural Ind. 1200 b.

Doors, Windows, Gutters, etc.

Central Estate Ind. 1200 b.

Hongkong Ind. 1200 b.

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THE CHINESE MERCHANTS BANK, LTD.

HEAD OFFICE: Alexander Buildings, Charter Road.

General Banking and Exchange business transacted.

Loans granted on approved securities.

Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.

The Bank also conducts a Savings Department.

DONG TOY, Chief Manager.

Hongkong, January 3, 1920.

THE INDUSTRIAL AND COMMERCIAL BANK, LTD.

HEAD OFFICE: 100, Queen's Road Central, Hongkong.

Domestic and Foreign Banking.

Service Prompt.

Current, Savings, and Fixed Deposits bear interest at rates 2 1/2, 4, 5% respectively.

Inquiry on our SPECIAL SERVICE will be welcomed.

J. WANG, Chief Manager.

Hongkong, Feb. 1, 1920.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(Capital Paid up—\$1,150,000.)

Loans on Mortgage of House Property, etc.

Advances made on Mercantile Bills.

Loans made on the Provident System.

Insurance, etc. on Deposits and Advances.

(Detailed Particulars on application to the Manager.)

SHEWAN, TOMES & CO., General Managers.

Hongkong, Feb. 1, 1920.

NOTICE

PAK TRAMWAY COMPANY, LIMITED.

TIME TABLE.

WEEK-DAY.

7.00 a.m. to 8.00 a.m. Every 15 minutes.

8.00 a.m. to 9.00 a.m. Every 10 minutes.

9.00 a.m. to 10.00 a.m. Every 10 minutes.

10.00 a.m. to 11.00 a.m. Every 10 minutes.

11.00 a.m. to 12.00 p.m. Every 10 minutes.

12.00 p.m. to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 2.00 p.m. Every 10 minutes.

2.00 p.m. to 3.00 p.m. Every 10 minutes.

3.00 p.m. to 4.00 p.m. Every 10 minutes.

4.00 p.m. to 5.00 p.m. Every 10 minutes.

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12.00 a.m. to 1.00 a.m. Every 10 minutes.

1.00 a.m. to 2.00 a.m. Every 10 minutes.

BANKS HONGKONG & SHANGHAI BANKING CORPORATION.

PAID UP CAPITAL—\$10,000,000.

RESERVE FUND—\$1,500,000.

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RESERVE FUND—\$1,5

ENTERTAINMENTS

A SUPER-PRODUCTION

A Gripping Drama in Five Parts.



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